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Britain's part in the ultimate deterrent, which for the last 20 years has helped to save mankind from a third world war.

POLARIS 'TOPS'

'More than match for any existing missile defences' | First patrol opens new chapter in naval history

By the Secretary of State for Defence, Mr. Denis Healey, in an article exclusive to "Navy News."

One day last June, H.M.S. Resolution, the Royal Navy's first Polaris submarine, slipped quietly away from her base with a full load of missiles, to start her first operational patrol.

Because secrecy is the essence of Polaris operations, there were no official farewells, no bands playing and no publicity. The event was nonetheless of great significance, opening a new chapter in the Navy's history, and I do not wish to let it pass unheralded.

It means that Britain is now a Polaris power, and that the Royal Navy has started to take over from the V-bombers of the Royal Air Force the awesome responsibility for providing the British contribution to the collective nuclear deterrent of the West.

What is the purpose of Polaris? What is Polaris all about? The answer to the question is very simple. The purpose of Polaris is one shared by all our forces—nuclear and conventional—to defend our country by making sure that no one dares to attack us.

PREVENTION BETTER

But Polaris occupies a special place. It is a strategic nuclear weapon of the least vulnerable and most sophisticated type—part of the ultimate deterrent which has helped to save mankind from a third world war during the last 20 years, and which will play its part in preserving peace until the nations of



Mr. Denis Healey

the world can agree on general and comprehensive disarmament.

The concept of deterrence is not peculiar to nuclear weapons: it is as old as history. After all a policeman on the beat is a form of deterrence.

You can prevent war from breaking out if you can convince the potential aggressor that it will not be worth his while to start it. Prevention is always better than cure.

Some people feel that nuclear warfare is so horrible that it is morally wrong even to possess these weapons. But this view misses the point that the prevention of nuclear war may depend on their possession. So long as this is so—and that is a matter for political and military judgment—it is difficult to argue that it is morally wrong to possess them.

The possession of nuclear weapons does not mean that we want to use them. On the contrary, if they ever were used, they would have failed in their purpose, which is to prevent war. But they must be kept ready for use or they lose the power to deter on which their value depends. "Paper Tigers" are a temptation to aggressors.

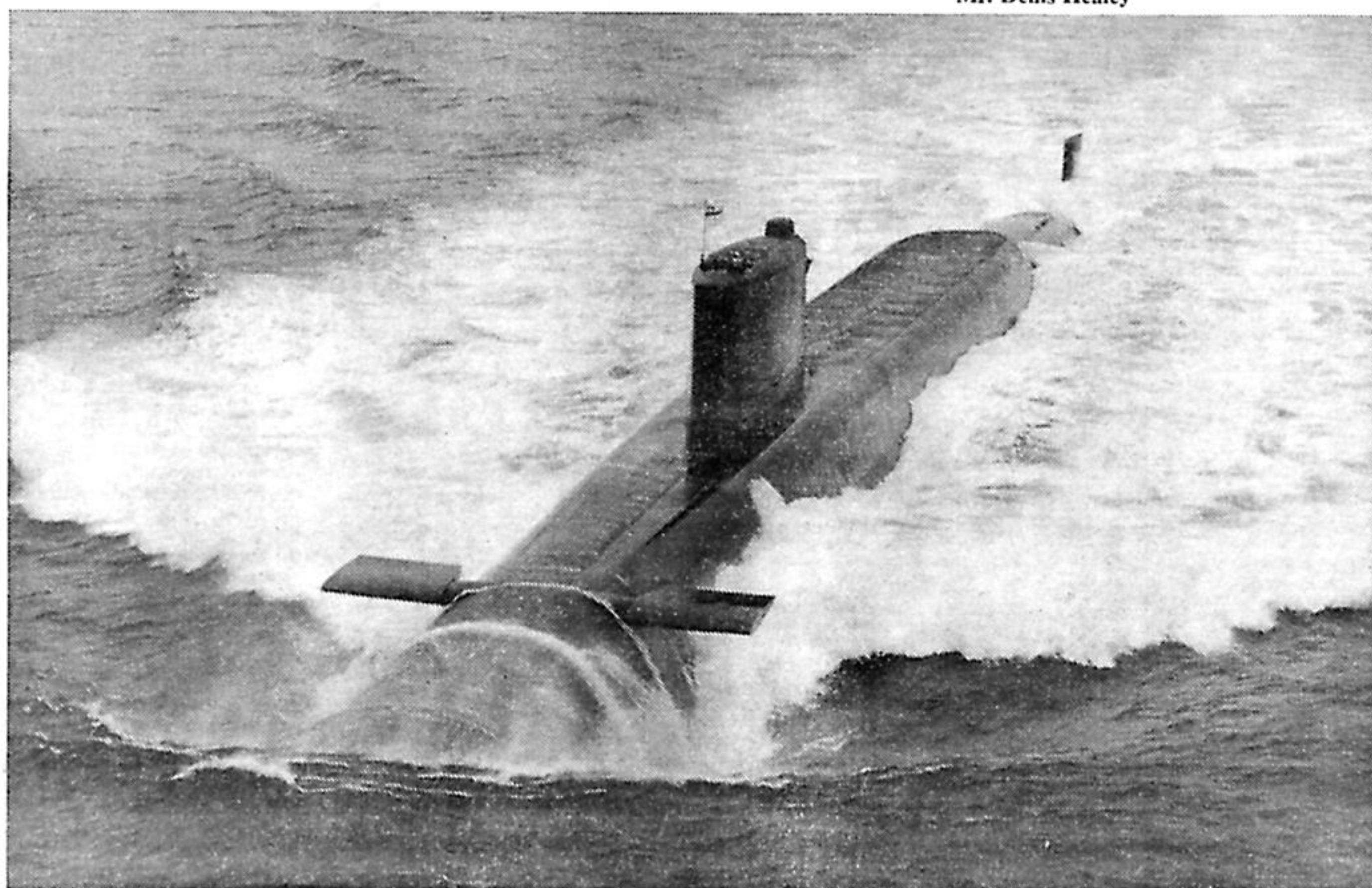
NO 'GOING IT ALONE'

Of course, the aim must be eventually to remove the need for nuclear weapons through effective measures of disarmament. The Treaty on the Non-Proliferation of Nuclear Weapons, which has now attracted a number of signatures, is a step towards this long-term goal.

There are, however, many difficulties to overcome before mutual disarmament can be achieved. Meanwhile, we cannot afford to base defence policies on the assumption that it is already a reality. To do so would put at risk our national security and the peace of the world.

In the age of "super-powers," such as Russia and America, we are not strong enough nor can we afford to "go-it-alone"

Continued on page 13



H.M.S. Resolution could score a bulls-eye every time

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DRAFTY'S CORNER

Most sailors know that they are drafted to sea when they reach the top of the Sea Roster; they also know that they have their own personal roster date; but from then on the whole thing becomes Drafty's Mumbo-Jumbo.

This has been explained in previous "Navy News" articles, and those who have listened to drafting lectures may remember something about it too. However, the impression remains that not all are convinced. So let me try another explanation, as this is at the heart of most drafting decisions.

Sea Roster

First we must understand that there is a Sea Roster for every type of sailor, some 170 in all, and of these about 100 belong to the seaman branch. There are so many different kinds of Seamen because one has to perm the right and left arms.

Every day a new man joins the queue as he completes a stint at sea or unaccompanied on shore abroad. The problem is one of putting him in the right



SEA ROSTER
QUEUE STARTS
HERE.
BONUS HOLDERS
GO TO REAR OF QUEUE.



"Wot, again? You blokes must think my name is Polaris"

Getting into line

place, and we tackle it by measuring the extent to which we judge his last draft compares with the last draft of everyone else in the queue.

We begin by writing down the date he left his ship or touched down at a U.K. airfield, or the date his ship's service was reclassified as Port Service. We call this a Basic Date. We then compute the bonus he has earned, which we express in months (we call it the Roster Adjustment), and add it to the Basic Date.

Bonus rules

The bonus is a month a month for time abroad, and half a month a month for Sea Service in European waters which does not normally interfere with the giving of leave at or about the three Western Fleet leave periods.

Accompanied Sea Service abroad earns bonus at a month

a month up to a maximum of 15 months, which means that the rest of his draft (normally 25 months) attracts no further adjustment to his basic date.

Accompanied service on shore abroad now counts as Shore Service but still receives a bonus of 3 months for each month spent abroad up to a maximum of 12.

Here are some examples to show how the system works:

Commission Completed	Time Abroad	Time Home	Date left Ship	Bonus	Roster Date
FS or LFS (Shore or Sea) (Unaccompanied)	15 mths	—	1.5.68	15 mths	1.8.69
GSC	12 mths	18 mths	1.5.68	$12 + \frac{18}{2} = 21$	1.2.70
GSC	—	24 mths	1.5.68	$\frac{24}{2} = 12$	1.5.69
HSS	—	26 mths	1.5.68	$\frac{26}{2} = 13$	1.6.69
LFS (Sea) Accompanied	25 mths	—	1.5.68	15 mths	1.8.69
LFS (Shore) Accompanied	25 mths	—	1.5.68	12 mths	1.5.69

You will notice that all these men left their ships at the same time, but because they had all done different types of service and had been in their ships for different lengths of time, the bonuses awarded on leaving their ships were different and, therefore, their roster dates are different.

If you have to leave your ship for any reason before you have served for three months, you

will not receive a new roster date as calculated above, but any bonus earned will be added to your old roster date, not the date you left your ship.

As you were top of the roster when you joined your ship, with a maximum possible bonus of three months (i.e. if you had completed just under three months abroad), you will find yourself again right at the front of the roster.

Less tranquil

There are billets ashore in the U.K. such as in the U.K. Communications Exercise Pool, Instructors in New Entry Training Establishments, Mobile F.M.U.'s, Trials Teams, etc., which are considered to be less tranquil than the run of true shore jobs.

Men filling them are given additional bonus while on this work (which is classified as Port Service) and it is added to the

roster date received when they left their last sea job.

Just as the system gives a bigger bonus for foreign service afloat than it does for service afloat in home waters it also provides that men in ships doing a long refit do not score as much as those whose ships plough the ocean.

Men in the Long Refit Party count none of their ship time in dockyard for bonus. Men in ships not classed as doing a long refit, count only the first 18 weeks of a refit as seagoing; time in refit afterwards does not count.

Whoever invented the roster system did a first-class job in creating a workable set of rules for putting men in a queue. He could have chosen points instead of the dates he settled to use.

Dates drawback

The most important drawback of dates is that they inevitably convey the impression that a roster date is some sort of forecast—that the man with the date September 1969 will go to sea at that time. In fact, of course, the date is a device for putting that man's card lower on the roster than that of the man with, say, August 1960 as his roster date.

But whether the two men go to sea in autumn of 1969, much later or much earlier depends entirely on a host of matters quite unconnected with the order in which the cards are stowed, and this is all that roster dates are about.

The date system is a neater and simpler solution to the problem of order than any points system could be.

And of course any system of classifying service that is simple and workable is likely to be crude. Within each class—Sea or Shore—there are billets which entail a lot of disadvantages to a particular individual and others that do not.

There are many shore billets in the U.K. which to many men are less attractive than some sea billets. No one has yet invented a system that takes account of this sort of inequality and yet remains workable.

The reader who has followed the argument will see that the time he can expect to serve on shore is proportional to the time he last spent at sea, or unaccompanied, and to some extent the place he spent it in.

Generally speaking the man who volunteers to serve for more than the normal period will get an increased bonus.

There have to be exceptions to this rule to prevent a bachelor with marriage in mind clocking up say five years at sea so that he can pop the question and set up on shore for the next four.

A temptation

But men who voluntarily extend their service when asked, are not caught by the rules designed to cope with this particular ploy.

Readers who join a new ship and who have calculated their own roster dates may well find substantial differences within a single branch and rate, and be tempted to conclude that, put to the test, this article is still Mumbo-Jumbo or Wool over the Eyes.

But because the number of men going to sea varies a great deal from month to month there is a slow, slow, quick, slow, tempo.

When one big ship has to be manned, or a lot of smaller ones commission at once, there is a very wide spread of roster dates. As two men with different dates may have earned an equal bonus the one who has been the least time on shore is bound to feel seen off.

If Drafty could see a solution to this problem he'd tell his readers about it.

Lists of ships for which C.N.D. will be issuing Draft Orders during September, 1968

MAIN PARTIES	TO JOIN
ASHANTI (G.S.C.)	March, 1969
CAVALIER (G.S.C.)	March, 1969
TRIALS CREW	
HARDY (H.S.S.)	March, 1969

SEPTEMBER

BILDESTON (M/H), September 5 at Rosyth for trials, Port Service, Commissions October 31.
PUNCHSTON (C.M.S.), September 11 at Gibraltar, Foreign Service, Middle East, 9th M.C.M. Squadron, (E.)
WOOLASTON (C.M.S.), September 18 at Gibraltar, Crew ex-Punchston for passage only. Turn over to London Division R.N.R. on arrival in U.K.
BRINTON (M/H), September 26 at Devonport, Home Sea Service/Foreign Service (Middle East) from date of sailing Middle East, 9th M.C.M. Squadron, (E.)
YARMOUTH (A/S Frigate), September 30 at Portsmouth, General Service Commission, Home/East of Suez (FE)/Home, U.K. Base Port, Portsmouth.

OCTOBER

BURNASTON (C.M.S.), October 21, Foreign Service/Middle East, 9th M.C.M. Squadron, (E.)
BEACHAMPTON (C.M.S.), October 21 at Bahrain, Foreign Service/Middle East, 9th M.C.M. Squadron, (E.)
YARNTON (C.M.S.), October 21 at Singapore, Foreign Service/Middle East, 9th M.C.M. Squadron, (E.)
BRERETON (M/H), October 8 at Portsmouth for trials, Port Service, Commissions December 17, (E.)
GAVENTON (M/H), October 10 at Chatham, Home Sea Service/Foreign Service (Middle East) from date of sailing, 9th M.C.M. Squadron, (E.)
PHOEBE FLIGHT, October 14 at Portland, General Service Commission, Wasp, U.K. Base Port, Devonport.
PLYMOUTH FLIGHT, October 14 at Portland, General Service Commission, Wasp, U.K. Base Port, Devonport.
DEVONSHIRE (G.M. Destroyer), October 14 at Portsmouth, L.R.P. complement, Port Service.

MINERVA (G.P. Frigate), October 24 at Chatham, General Service Commission (Phased), Home/East of Suez (ME)/Home, U.K. Base Port, Chatham.
BILDESTON (M/H), October 31 at Rosyth, Home Sea Service, 1st M.C.M. Squadron, U.K. Base Port, Rosyth.

NOVEMBER

CHAWTON (C.M.S.), November 1 at Bahrain, Foreign Service, Middle East, 9th M.C.M. Squadron, (E.)
KEDLESTON (M/H), November 7 at Devonport for trials, Port Service, Commissions January 3, 1969.
ANDROMEDA (G.P. Frigate), November 11 at Portsmouth, General Service Commission, Home/East of Suez (FE)/Home (Captain's Command), U.K. Base Port, Portsmouth.
JUPITER FLIGHT, November 11 at Portland, General Service Commission, Wasp, U.K. Base Port, Devonport.
ALBION (Cdo Ship), November 20 at Singapore, Foreign Service, East of Suez (FE), U.K. Base Port, Portsmouth, (A.)
WHITBY (A/S Frigate), November 26 at Portsmouth, General Service Commission, Home/East of Suez (FE), U.K. Base Port, Portsmouth.
PLYMOUTH (A/S Frigate), November 21 at Chatham for trials, Port Service, Commissions January 23, 1969.
HERMIONE (G.P. Frigate), November 11 at Portsmouth, General Service Commission, Home/East of Suez (FE)/Home, U.K. Base Port, Portsmouth.
BERRY HEAD (Maintenance Ship), November 5, at Portsmouth, Local Foreign Service.
AURORA (G.P. Frigate), November 1, EXMOUTH (A/S Frigate), Mid-November at Chatham for special trials, Home Sea Service.

DECEMBER

MINERVA FLIGHT, December 9 at Portland, General Service Commission, Wasp, U.K. Base Port, Chatham.
INTREPID (Assault Ship), December 10 at Singapore, Foreign Service, East of Suez (FE), U.K. Base Port, Devonport, (A.)
CHICHESTER (A/D Frigate), December 12 at Chatham, General Service Commission (Phased), Home/East of Suez (FE)/Home, U.K. Base Port, Chatham.
EURYALUS (G.P. Frigate), December 16 at Devonport, General Service Commission (Phased), Home/East of Suez (FE)/Home (Captain's Command), U.K. Base Port, Devonport.
BRERETON (M/H), December 17 at Portsmouth, Home Sea Service/Foreign Service (Middle East) from date of sailing, 9th M.C.M. Squadron, (E.)
ANDROMEDA FLIGHT, December at Portland, General Service Commission, Wasp, U.K. Base Port, Portsmouth.

JANUARY 1969

KEDLESTON (M/H), January 3 at Devonport, Home Sea Service, 4th M.C.M. Squadron, U.K. Base Port, Rosyth.
SIRIUS (G.P. Frigate), January 9 at Portsmouth, General Service Commission (Phased), Home/East of Suez (FE)/Home, U.K. Base Port, Portsmouth.
FIFE (G.M. Destroyer), January 14 at Chatham, General Service Commission, Home/East of Suez (FE)/Home (Phased), U.K. Base Port, Chatham.
PLYMOUTH (A/S Frigate), January 23 at Chatham, General Service Commission, Home/East of Suez (FE), U.K. Base Port, Devonport.
EAGLE (Carrier), January/February at Devonport, General Service Commission (Phased), Home/East of Suez (FE)/Home, U.K. Base Port, Devonport.
ASHANTI (G.P. Frigate), January 30 at Portsmouth for trials, Port Service, Commissions March 27.

FEBRUARY

ESKIMO (G.P. Frigate), February 1 at Portsmouth, General Service Commission (Phased), Home/East of Suez (ME), U.K. Base Port, Portsmouth.
CAPRICE (Destroyer), February 6 at Portsmouth, General Service Commission (Phased), Home/East of Suez (FE), U.K. Base Port, Portsmouth.
GALATEA (G.P. Frigate), February 1 at Portsmouth, General Service Commission (Phased), Home/East of Suez (FE)/Home (Captain's Command), U.K. Base Port, Portsmouth.
JUPITER (G.P. Frigate), Mid-February at Devonport, General Service Commission, Home/East of Suez (FE)/Home, U.K. Base Port, Devonport.
LONDONDERRY (A/S Frigate), February 20 at Rosyth for trials, Port Service, Commissions May 1.
KELLINGTON (M/H), Mid-February at Chatham for trials, Port Service, Commissions mid-April.

MARCH

HARDY (A/S Frigate), March 14 at Gibraltar for trials, Home Sea Service.
CAVALIER (Destroyer), March 27 at Devonport, General Service Commission (Phased), Home/West Indies/ Home, Wasp, U.K. Base Port, Devonport.
ESKIMO FLIGHT, March at Portland, General Service Commission, Wasp, U.K. Base Port, Portsmouth.
ASHANTI FLIGHT, March at Portland, General Service Commission, Wasp, U.K. Base Port, Devonport.

APRIL

GRENVILLE (A/S Frigate), April 24 at Portsmouth, Home Sea Service, U.K. Base Port, Portsmouth, (E.)
GLAMORGAN (G.M. Destroyer), April 21 at Portsmouth, General Service Commission (Phased), Home/East of Suez (FE), U.K. Base Port, Devonport.
TARTAR (G.P. Frigate), April at Gibraltar, L.R.P. complement.
892 SQUADRON, ARK ROYAL, April at Yeovilton, General Service Commission, Phantoms, U.K. Base Port, Devonport.
KELLINGTON (M/H), Mid-April at Chatham, Home Sea Service, 4th M.C.M. Squadron, U.K. Base Port, Rosyth.

MAY

LONDONDERRY (A/S Frigate), May 1 at Rosyth, General Service Commission, Home/East of Suez (FE)/Home, U.K. Base Port, Portsmouth.
ANTRIM FLIGHT, May 1 at Portland, General Service Commission, Wessex, U.K. Base Port, Portsmouth.
HARDY (A/S Frigate), May 9 at Gibraltar, Home Sea Service, Portland Squadron, U.K. Base Port, Chatham.

JUNE

HAMPSHIRE (G.M. Destroyer), June at Chatham, L.R.P. complement, Port Service.
BACCHANTE (G.P. Frigate), June at Newcastle (tentative), General Service Commission, Home/West Indies (Captain's Command), U.K. Base Port, Portsmouth.
ASHANTI (G.P. Frigate), June 6 at Portsmouth, General Service Commission, Home/East of Suez (ME)/Home (Captain's Command), U.K. Base Port, Devonport.
ENDURANCE (Ice Patrol Ship), End June at Portsmouth, 50 per cent. of ship's company General Service Commission, (Home/South Atlantic/South America), U.K. Base Port, Portsmouth.
SALISBURY (A/D Frigate), June (tentative date) at Devonport, General Service Commission, Home/East of Suez (FE), U.K. Base Port, Devonport.

JULY

CHARYBDIS (G.P. Frigate), July at Belfast (tentative), General Service Commission, Home/East of Suez (FE)/Home, U.K. Base Port, Portsmouth.
BACCHANTE FLIGHT, July at Portland, General Service Commission, Wasp, U.K. Base Port, Portsmouth.

PUMA (G.P. Frigate), July at Devonport, General Service Commission, Home/East of Suez (FE)/Home, (Phased), U.K. Base Port, Devonport.

AUGUST

ANTRIM (G.M. Destroyer), Mid-August at Glasgow (tentative), General Service Commission, Home/East of Suez/Home, U.K. Base Port, Portsmouth.
SCYLLA (G.P. Frigate), August (tentative date) at Devonport for trials, Port Service, Commissions January, 1970 (tentative date).
WISTON (C.M.S.), August at Bahrain, Foreign Service (Middle East), 9th M.C.M. Squadron, (E.)
RHYL (A/S Frigate), August at Rosyth, Special refit DY control, Port Service.
VIDAL (Survey Ship), August at Chatham, General Service Commission, Persian Gulf and Indian Ocean, U.K. Base Port, Chatham, (A.)

SEPTEMBER

NORFOLK (G.M. Destroyer), September at Wallsend (tentative), General Service Commission, Home/East of Suez (FE)/Home, U.K. Base Port, Portsmouth.
LONDONDERRY FLIGHT, September at Portland, General Service Commission, Wasp, U.K. Base Port, Portsmouth.
PUNCHSTON (C.M.S.), September at Bahrain, 9th M.C.M. Squadron, Foreign Service, Middle East, (E.)

OCTOBER

BEACHAMPTON (C.M.S.), October at Bahrain, Foreign Service, Middle East, 9th M.C.M. Squadron, (E.)
YARNTON (C.M.S.), October at Bahrain, Foreign Service, Middle East, 9th M.C.M. Squadron, (E.)
CHARYBDIS FLIGHT, October at Portland, General Service Commission, Wasp, U.K. Base Port, Portsmouth.
LOWESTOFT (A/S Frigate), October 30 at Chatham for trials, Port Service, Commissions December 4.

NOVEMBER

NAIAD (G.P. Frigate), November at Portsmouth, General Service Commission (Phased), Home/East of Suez (ME)/Home, U.K. Base Port, Portsmouth.
AURORA (G.P. Frigate), November at Chatham, General Service Commission (Phased), Home/East of Suez (FE)/Home, U.K. Base Port, Chatham.
NORFOLK FLIGHT, November at Portland, General Service Commission, Wessex, U.K. Base Port, Portsmouth.
HYDRA FLIGHT, November at Portland, General Service Commission, Wasp, U.K. Base Port, Chatham.

DECEMBER

LOWESTOFT (A/S Frigate), December 4 at Chatham, General Service Commission, Home/East of Suez (FE), U.K. Base Port, Chatham.
BERWICK (A/S Frigate), End of December at Chatham for trials, Commissions end of February, 1970 Port Service.

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Unique in that she is the first and only ship of her class to serve in the Royal Navy, the third H.M.S. Abdiel is, nevertheless, continuing the work of her predecessors—minelaying.

Launched in January, 1967, at Thornycroft's works, Southampton, the ship is based in Scotland and generally works with the First Mine Countermeasures Squadron. Not only does she lay mines, Abdiel also acts as Mine Countermeasures Headquarters and Support ship.

Length is 265 feet, beam 38½ feet, draught 10 feet, and displacement about 1,500 tons. Complement is seven officers and 70 ratings, but accommodation is held for 14 officers and more than 100 ratings—the extra being held for the headquarters and support parties.

Carries 44 mines

The ship carries 44 mines on two long rails in a large compartment at the after part of the ship. They are hauled aft, one by one, with a winch, and are laid out of two big doors which open in the square-cut stern.

There is a large crane on the upper deck, and the reels and other pieces of equipment stowed there are mostly spares for the minesweepers and minelayers.

The name is taken from one of the Seraphs, Abdiel, who not only remained faithful to God among the hoard of Satan's rebellious angels, but at the start of the war in the heavens, struck Satan the first blow of the first battle.

The first Abdiel was basically a four-funnelled destroyer. In the course of building, her upper deck was re-designed to carry 40 mines either side, on rails which stretched from the fourth funnel to the stern.

Jutland link

Laid down at Cammel Laird's, Birkenhead, in May, 1915, the ship laid her first mines in Heligoland Bight on March 24, 1916. At the Battle of Jutland, Abdiel was ordered to lay a minefield between the retreating German fleet and its bases. In 40 minutes, at a sustained 31 knots, she laid 70 mines over a distance of eight miles—a remarkable feat for a ship of the time.

Soon afterwards, the battleship Ostriesland, returning to the Jade after the battle, hit one of the mines and was severely damaged.

This first Abdiel was sold out of the Service and broken up in South Wales in 1936.

The second Abdiel was a three-funnelled fast minelayer of the Manxman class, displacing over 3,000 tons (full load).

Designed for fast dashes under cover of darkness, she had

Minelaying task of the Abdiel family



no armour protection, and was one of the fastest ships of her size ever built (designed speed—40 knots).

As a result of her minelaying exploits she was credited with 36 sinkings.

Laid down at J. Samuel White's, Cowes, on September 29, 1939, Abdiel was on trials in the Clyde, when the Scharnhorst and Gneisenau reached Brest on March 22, 1941.

Although still officially uncompleted, she laid mines in a tricky position in the approaches to Brest.

Sank E-boat

She commissioned on April 15, 1941, and after service in the Mediterranean (battle for Crete and Tobruk) was sent to the Far East in January, 1942.

Returning to the Mediterranean a year later, Abdiel made many "lays" off Tunisia and in the Sicilian Channel, sinking an Italian E-boat one night by gunfire.

During these operations a pair of paravanes was lost nearly every day. The mines, designed for 31 knots maximum, could not stand the strain imposed at 34 knots.

On recovering remains, signs of wear from enemy minemooring wires were all too often encountered.

Attached to Special Group "X" for the invasion of Sicily, Abdiel conveyed General Alexander to the beach head at Gela in July, 1943.

Abdiel left Malta with the force under the King George V to occupy Tarranto on September 8. At 0030 on September 10 the minelayer, swinging at her cable, detonated a German

mine, which broke the ship in half. Altogether 156 officers and men, naval and army, lost their lives.

The ship's bell was later recovered by divers, and is now kept on loan in the third Abdiel.

The ship's company of the present Abdiel are looking forward to next month when the ship visits Tarranto.

POSTCARD COLLECTIONS

Photo postcards of H.M.S. Abdiel, or any other ship in this series, are obtainable from "Navy News," Dept. P.C., 13 Edinburgh Road, Portsmouth, price 1s. each (10s. per dozen, stamps, postal order or cheque).

A standing order for the supply of each new card on publication, for 12 issues, can be arranged on receipt of postal order or cheque for 12s.

Other ships in this series are: Theseus, Bulwark, Centaur, Glasgow, Kenya, Newcastle, Albion, Ark Royal, Loch Killisport, Diana, Taciturn, Dartmouth, Zest, Vanguard, Murray, Cumberland, Scorpion, Liverpool, Apollo, Lynx, Salisbury, Sheffield, Girdleness, Maidstone, Newfoundland, Warrior, Britannia, Bermuda, Victorious, Coruhna, Alamein, Vigo, Tyne, Jutland, Talent, Palliser, Explorer, Porpoise, Redpole, Gambia, Tiger, Russell, Dainty, Protector, Undine, Defender,

Dartington, Carron, Whitby, Eastbourne, Torquay, Mounts Bay, Belfast, Hermes, Armada, Yarmouth, Lion, Harland Point, Leopard, Token, Chichester, Echo, Loch Fada, Tenby, Puma, Blake, Excalibur, Troubridge, Rhye, Camperdown, Oberon, Cachalot, Blackpool, Berwick, Diamond, Achernor, Leyburn, Scarborough, Sea Lion, Falmouth, Ashanti, Broadwood, R.F.A. Tidesurge, Striker, Plymouth, Barossa, Virago, Llandaff, Nubian, Hampshire, Gurkha, Caprice, Adamant, Eskimo, Duchess, Brave Borderer, Agincourt, Leander, Grenville, Tartar, Jaguar, London, Kent, Ajax, Devonshire, Lowestoft, Hardy, Dreadnought, Eagle (modernised), Lynx (modernised), Osiris, Cambrian, Loch Lomond, Dido, Wakeful, Triumph, Sidesham, Alderney, Trump, Roebuck, Mohawk, Hecla, Naiad, Ocean, Zulu, Lofoten, Reclaim, Grafton, Orpheus, Ursula, Woolston, Dundas, Fearless, Manxman, Glamorgan, Auriga, Forth, Hecate, Finwhale, Olwen (formerly Olynthus), Relentless, Fife, Intrepid, Dampier, Aisne, Leopard (1967), Ocelot, Galatea, and London-derry.

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Advancements

Confirmation has been received that the following have been advanced to the Chief Petty Officer, Chief Artificer, or Chief Mechanician rate:

PO to CPO
836997 R. A. Greenaway, 819928 B. P. Mann, 835813 I. G. Jones, 836126 J. A. Holden, 835809 D. M. Davies, 830697 P. J. Lukes, 830789 K. Squires, 882910 R. W. Atkinson, 857249 T. G. Gibson, 857225 E. T. Figg, 905417 A. J. Dunton, 839658 B. W. Smith, 865030 P. D. Tucker, 863831 A. Spratt, 747867 L. Morris, 865300 L. M. Kirby, 839349 L. T. Leigh, 843520 E. Pharoah, 836730 J. A. D. Duncan, 802726 J. Wilson, 660568 L. H. Hewitt, 819944 H. L. Beard, 760066 S. E. Hicks, 836789 L. A. Doubleday.

RPO to MA
863765 R. K. D. Ness, 901637 A. E. Terry, 858175 M. Gumbleton, 929017 H. W. Allenby, 884790 G. D. Strong.

PO WTR to CPO WTR
646323 G. T. Hemmings, 861795 E. A. Peel.

POSA to CPOSA
904028 J. M. Macleod, 896533 A. D. Davies, 879727 G. Gordon.

PO CA to CPO CA
834852 R. E. O. Page, 904710 J. M. Stevens, 919733 D. E. Oldfield.

PO CK(S) to CPO CK(S)
772013 F. C. Waller, 912570 B. Thompson.

PO STD to CPO STD
809029 F. G. Webb.

PO CK(O) to CPO CK(O)
771767 B. Ogle.

ERA to A/CERA
704117 P. Cavanah, 928591 A. F. Hutt, 928713 P. T. Candlish-Welford, 943619 D. J. Wall, 978941 J. Morgan.

MECH to A/CH.MECH
903297 R. Houghton.

SHPT to A/CH.SHPT
980446 D. H. Bottomley, 956413 D. A. Crumby, 928843 M. Shergold, 928853 P. H. Storey.

POME to CHME
854155 R. J. C. Hovell, 841873 D. R. N. Beddall, 902800 M. J. Singleton, 769790 H. Hughes, 849918 B. Serberry.

CEL.MECH to A/CH CEL.MECH
893319 C. Thomson.

POCEL to CHCEL
933290 M. Fisher, 895673 W. Hynes.

POOEL to CHOEL
892686 B. P. Suter.

RS to CRS
89312 W. Fullalove, 857238 C. J. Netherton, 890075 E. Jones, 792195 D. R. Hughes, 905702 K. M. Steele, 889327 A. Gollidge.

CY to CCY
921582 R. E. Woodham, 908959 E. H. Gilbert, 905488 K. Bartlett.

POMA to CPOMA
910321 K. Scholfield 900426 D. Bud-

ding, 898841 J. E. Gray.
Chief Air Fitter (AE)
L/FX 816292 D. S. Anderson, L/FX 867119 T. H. Peck, L/FX 825021 G. Kerridge, L/FX 883667 F. Newcombe.
Acting Chief Aircraft Artificer (AE)
L/FX 670199 R. Saunders.
Acting Chief Aircraft Mechanician (AE)
L/FX 849121 J. T. A. Hobbs.
Chief Airman (AH)
L/FX 886980 D. J. Lord.
Chief Electrician (Air)
L/FX 834935 D. A. B. Sherman.
Chief Radio Electrician (Air)
L/FX 864240 C. G. Noble.

To Ch Wren (Writer) (G)
110332 L. A. Catton.
To Ch Wren (Quarters)
118580 B. B. H. Jones.

EXCHANGES OF SHIPS

The following ratings are anxious to exchange ships. Anyone interested should write to the applicants direct. Requests to transfer must be submitted to the respective commanding officers in the normal Service manner.

C. E. Jones, PO Cox'n, on draft to Golderest in August, will exchange with any RPO or PO Cox'n in the Devonport area. Over six months.

K. P. McGinn, LRO(W)/RO(W), on draft to H.M.S. Kent would exchange for any other draft, preferably married accompanied.

D. Grace, LS (UCI), H.M.S. Zulu, on General Service Commission, Home/Middle East, Rosyth based. Will exchange for Portsmouth Port Service, over six months.

L. Jackson, MEI 1, CF 56 Mess, H.M.S. Drake, serving in H.M.S. Ark Royal on long refit in Devonport. Will exchange with rating on port service (over six months) in Portsmouth area.

J. B. Wilton, AB, S. G. Star, H.M.S. Jaguar, based at Chatham on a General Service Commission, presently in the Western Fleet, and due to serve in the Eastern Fleet for nine months during 1969, will exchange drafts with anybody serving in the U.K. for the next six months, except for Scottish areas.

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WARWICK ...	28/6		
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BRISTOL ...	23/-		

N.B. To all ships visiting Portsmouth: Special facilities to meet your particular travelling requirements can be organised at short notice. Write, phone or call TRIUMPH COACHES, 3 Edinburgh Road, Portsmouth Phone 27351 SOUTHDOWN MOTOR SERVICES, Hyde Park Road, Portsmouth Phone 22311

POINTS LEADERS ON THE ROSTERS

The following table shows the total points of the man at the top of each advancement roster as at June 1. The number in parenthesis indicates the number of men with the same number of points.

When a roster is shown as "Int" (Intermediate) it means that there are fewer men on the roster than can possibly fill the expected vacancies during the next nine months.

Ratings lacking seniority, VG conduct, or medically unfit, have been omitted.

CPO	PO	LS
1746	208	Int
Ch SLMR		
892		
CPO Wtr	PO Wtr	L Wtr
1657	320 (2)	270 (2)
CPO SA	PO SA	LSA
1652	399	262
CPO CK(S)	PO CK(S)	L CK(S)
1683	1104	361
CPO Std	PO Std	L Std
2156	623	Int
CPO CK(O)	PO CK(O)	L CK(O)
2196	993	204
MAA	MAA (Ex Cox'n)	RPO
1409	7602	588 (2)

CERA/Ch	Ch ME	Ch Shpt
MEch	2115	
410/675		
POME	LM(E)	Dry
89	Dry	Ch C/EI/CI
Ch CE/A/Ch	Ch OE/A/Ch	O EI
C EI Mech	O EI Mech	1796
Dry	Dry	Ch REA/CI
PO C EI/PO	LCEM/LOEV	REI Mech
O EI	Dry	Dry
Ch REI	PO REI	IREM
1264	Dry	Dry
CPOMA	POMA	LMA
599	497	367
CCY	CY	LO(T)
1411	422	413
CRS	RS	LO(G)
1624	297	281
CRS(W)	RS(W)	LO(W)
Int	Dry	Dry
CAA(AE)	CAA(O)	CAM(AE)
Dry	Dry	Dry
CAM(O)	CEA(Air)	CREA(Air)
Dry	Dry	Dry
Ch EI Mech	Ch REI Mech	
(Air)	(Air)	
Dry	Dry	
CAF(AE)	POAF(AE)	LAM(AE)
2484	613	Int
CAF(O)	POAF(O)	LAM(O)
2375	411	401
CA(AH)	POA(AH)	LA(AH)
2143	856	128
CA(SE)	POA(SE)	LA(SE)
1153	1027	Int
CA(Phot)	POA(Phot)	LA(Phot)
1248	470	334
CA(Met)	JOA(Met)	LA(Met)
1509	390	419
Ch EI(Air)	POEI(Air)	LEM(Air)
2186	183	Int
Ch RE(Air)	PORE(Air)	LEM(Air)
2153	Int (10)	Dry

Zebra Trust vacancies

The Zebra Trust, which helps to accommodate Commonwealth students during their studies in this country, has two vacant posts which may appeal to retired naval personnel.

One position is as full-time warden of the student community in Kensington, Jerome House. A bachelor would be preferred, and there is a free flat, free services, and an honorarium of £750-£900, according to experience.

The other vacancy is for a couple at Zebra House hostel, W.S. the man to act as cook, and the wife as housekeeper/housemother. There is a flat, and the salary is £16 a week (reviewed after three months).

Those interested should write to Mr. J. T. S. Lewis, Zebra Trust Headquarters, 43 Cheval Place, S.W.7.

Now on work up trials is the submarine Okanagan, the third and final boat to be built at Chatham for the Canadian Maritime Command. There is cafeteria style messing for the crew

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FAMILIES' DAY AT H.M.S. DOLPHIN



Exhibition by Service artists

Naval interest has shown a considerable increase in recent years in the Armed Forces Art Society, whose 1968 exhibition of painting and sculpture is to be opened at the Chenil Gallery, Chelsea, on September 10 (private view day) by Sir Charles Wheeler. Public viewing is from September 11 to 20 (excluding Sunday, September 15).

At the last exhibition Sir William Russell Flint, an R.N.V.R. lieutenant in the First World War, exhibited for the first time and accepted membership of the society. Norman Wilkinson is an honorary member and Rear-Admiral John Moore is a vice-chairman and regular exhibitor. Others who have shown their work in recent years include Admiral Sir Charles Madden, Vice-Admiral Sir Aubrey Mansergh, Rear-Admiral Stokes and Capt. Fisher (the present Naval Judge Advocate who sold two of his pictures at the 1967 exhibition).



Displays, demonstrations, a band, trips round the harbour, free teas and competitions helped to ensure an interesting day when H.M.S. Dolphin and the First Submarine Squadron held a families' day at Fort Blockhouse.

The pictures give an indication of the excitement among the young visitors to sample the "gadgetry" available for their amusement.

Mosque at a naval base

Probably the only one in existence within the bounds of a Royal Navy establishment, the "Masjid Naval Base, Singapore" (the Naval Base Mosque, Singapore), was officially opened by the Commodore Superintendent of Singapore Dockyard, Commodore F. C. W. Lawson, on June 8.

The Dockyard Amenities Fund made a grant of 7,000 Singapore dollars towards the building; the remainder of the cost of some 31,000 dollars was raised by contributions from Asian members of the Naval Police force.

Inspector S. A. Shah, who was the driving force behind the venture, said that although the police were largely responsible for getting the mosque built, all muslims would, of course, be welcome.

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New ice patrol ship brings a touch of colour

The Royal Navy's new ice patrol ship, replacing H.M.S. Protector, was named H.M.S. Endurance on June 28 at Belfast by the Hon. Alexandra Shackleton, grand-daughter of the famous explorer, Sir Ernest Shackleton, who sailed in an earlier Endurance for the Antarctic 54 years ago.

Previously the Anita Dan, H.M.S. Endurance has been

converted at Harland and Wolffs for her special job.

The ship has a displacement of some 3,600 tons with a length of 305 feet and a draught of 16 ft. 6 in. Maximum speed is 14½ knots.

H.M.S. Endurance on trials

She is fitted to carry and operate two Whirlwind helicopters and has a light gun armament.

The total complement, which includes a small Royal Marine detachment, is 13 officers and

106 men, and accommodation is allowed for 12 scientists.

An unusual feature is that the hull is painted red for easy identification in the ice, particularly from the air. Her upperworks and funnel are the traditional white and buff of the naval surveying fleet.

Another feature is that the ship can be controlled from the crow's nest, so as to give her officers the farthest views of channels through the ice.

Sir Ernest's Endurance, named after his family motto, "By endurance we conquer," was trapped by ice in the Weddell Sea in 1915 and finally crushed and sunk.

The explorer and his crew travelled by open boat to Elephant Island, from where he made his epic voyage in one of Endurance's boats, the James Caird, to South Georgia.

After an incredible crossing of that island on foot the party was able to organise help for the men still stranded on Elephant Island, not one of whom was lost.

H.M.S. Endurance has three boats which are named after the boats of Sir Ernest's vessel—James Caird, Stancomb Wills and Dudley Docker.

The new ice patrol ship is expected to sail for the Antarctic later this year. She will normally be deployed in the Antarctic, returning each year to the United Kingdom for maintenance and leave.

Endurance is commanded by Capt. Peter Buchanan.



He's amongst
good friends at
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General Secretary:
Lt.-Cmdr. F. M. Savage, F.C.C.S., R.N.

Home after eight years 'down under'

The submarine, H.M.S. Tabard, after eight years' service with the Royal Australian Navy, started her last voyage from H.M.A.S. Platypus, Sydney, N.S.W., on March 22, finishing 14,406 miles later at Fort Blockhouse on June 11, having sailed via the Pacific and the Panama Canal.

The first port of call was Apia, West Samoa, the ship's company being given a first-class welcome. A few of the hardy ones visited Robert Louis Stevenson's grave.

On the last evening of the stay a feast, or "fia-fia," was given in Tabard's honour. This was served under one of the traditional open-sided Polynesian grass huts, and entertainment was provided by dancers in grass skirts.

The Prime Minister of West Samoa, the Hon. Fiamatafa Fenu'u'u'u II, and the entire cabinet, were taken to sea for a trip, during which the submarine made a short dive.

On the way to Pearl Harbour, the next port of call, stops were made daily so that the hands

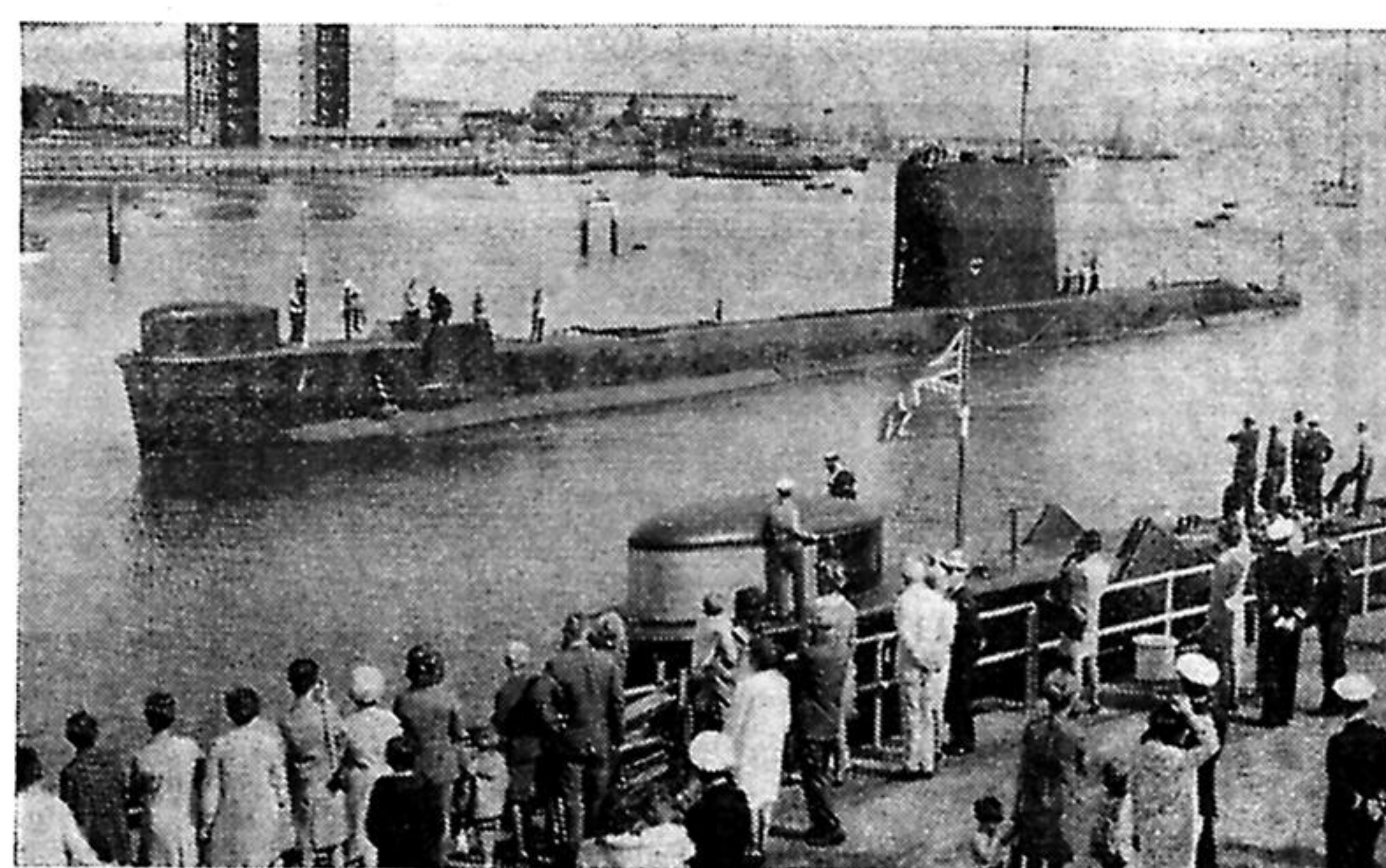
could bathe. The sea temperature was 84 degrees F.

The submarine stayed a week at Pearl Harbour, allowing everyone to enjoy the non-stop entertainment provided.

The passage to San Diego, California, was cold and rough, but this was forgotten during the five days' stop. The highlight of the visit was a trip to Disneyland, near Los Angeles.

Even if it was a home-going trip, work had still to be done, and en route for Panama Tabard exercised with the guided missile destroyers Fife and Glamorgan.

Everyone on board was impressed by the quiet organisation of the locking arrangements as the submarine passed through



Families waiting to greet H.M.S. Tabard on her arrival at H.M.S. Dolphin, Gosport, after serving eight years with the Fourth Submarine Squadron in Australia

the Panama Canal, although many, including the Captain, it is reported, had their hearts in their mouths as the "mules" stopped the boat only about 6 feet from the various lock gates.

Kingston, Jamaica, was next

on the itinerary, and the British High Commission organised an excellent welcome.

Bermuda followed Kingston, the boat staying only two days. Tabard sailed straight into a force 6 easterly wind on leaving Bermuda, and two passengers,



PO Charles Hewson with his wife Maggie and daughters Cathy and Pippa from Kinver (Staffs)



Son Mark wasn't so sure about the camera when ME(1) Dennis Bergan was welcomed by his wife Jean, from Manchester

an officer and a fusilier of the Royal Inniskilling Fusiliers, who had joined the ship, wished that they had never volunteered.

Fog, frequent rain and cold winds were experienced all the way across the Atlantic, but the weather was perfect for the entry to Plymouth on June 10.

On arriving alongside H.M.S. Dolphin the next day, most of the ship's company's families were waiting on the jetty, together with the Dolphin band.

Three days later H.M.S. Tabard paid off for the last time.

Navy visits Harwich

Young ratings from H.M.S. Ganges, most of whom were spending their first day at sea in a warship, together with some of the civilian staff from the Ministry of Defence (Navy), saw something of the work of the Navy when H.M. Ships Undaunted, Pellew, Murray, Ulster, Artful and R.F.A. Black Ranger visited Harwich in June.

The high-light of the trips, which included towing, gun firings and refuelling, was undoubtedly the mortar firing carried out by each pair of ships using full salvos of live bombs.

The young ratings returned to Ganges visibly awestruck by the towers of water and hammer-like blows produced as 12 bombs at a time tore the sea apart.

What effect the demonstration will have on recruiting for the submarine service remains to be seen—but at least the fish were fresh!



Cdr. R. Trevethick



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An armful of greeting for LME Norman Blacker from his wife Janice and daughters. Their home is at Rowner, Gosport

Pictures by L/Air G. W. Stenning

GANGES EXPEDITION TO S. NORWAY

Thirty juniors from H.M.S. Ganges set out on July 19 on an expedition to Southern Norway, taking passage in the two newly acquired and commissioned inshore minesweepers, H.M.S. Dittisham and H.M.S. Flintham. Their commanding officers are Lieut.-Cdr. N. J. Barker, of Hadleigh (Suffolk) and Lieut.

Cdr. C. Shaw, of Shotley Gate (Suffolk).

The aim of the expedition was to give sea training and "Outward Bound" experience to the young sailors, who will be joining the Fleet in about a year's time. Their average age is 16.

During the three-day passage from Harwich to Kristiansand, the juniors were able to put into practice the training re-

ceived at their establishment.

The minesweepers arrived at Kristiansand on July 22, where the party split into two groups, one camping while the other was at sea or visiting various ports. These included Lillesand, Tvedestrand, Mandal, and Farsund.

The camp site had been found by the British Army Outward

Bound School at Isefaer.

The arrangement was that the two parties should join up again at Kristiansand at the end of July, returning to Harwich and Ganges early in August.

Leader of the expedition was Cdr. Richard Trevethick, training commander of H.M.S. Ganges, whose last appointment was on the N.A.T.O. staff at Oslo.

Memories of 'bouncing battleship'

With reference to your article in the July issue on the Chance Vought Corsair, I well remember this wonderful aircraft in H.M.S. Indefatigable in the Pacific.

Pilots called it "the bouncing battleship," due to its heavy armour plating and soft suspension. Rumours had it that our greatest F.A.A. ace, Lieut.-Cdr. "Crash" Evans (now vice-admiral, ret.) redesigned the under-carriage, after which everything was all right.

However, I must take you to task. You state that the first production Corsair emerged in June 1942, and later, "that Corsairs provided fighter cover for the memorable attack of Barracuda aircraft on the German battleship Bismark."

I feel sure that Barracuda aircraft were not in use on the Bismark.

G. F. Harling

Brighton, Sussex.

Apologies. Bismark was typed in error, and should have been Tirpitz.

Claim challenged

In your June issue you state that H.M.S. Fearless will be the first ship ever to carry all locally-entered cooks and stewards. H.M.S. Vidal, commissioned on January 9, 1968, for a General Service Commission, and all her cooks and stewards are locally-entered Chinese ratings.

All these ratings were flown to Chatham from Hong Kong. A. G. Y. Thorpe (Lieutenant, R.N.)

H.M.S. Vidal.

Letter regretted

I was sorry to see Lieut.-Cdr. Watts' letter in the June issue. The figures prove nothing because the comparative numbers of men are not given.

The man in uniform is trained and paid to go to sea in fighting ships. The civilian is trained and paid to work in dockyards, stores, and offices. To employ the former ashore can be an expensive misuse of manpower.

The aim of the Way Ahead Committee is to reduce the number of men ashore, both Navy and civilian. The main result is likely to be complete closure of some establishments, but there could be places where the Committee will recommend increasing civilian numbers to release uniformed men for sea service, or because the jobs can be done

'Formidables' appeal

There is a call for help from Canada to all Old Formidables.

The Canadian War Museum has a Corsair aircraft which it is hoped to put on display with the colour and markings of that plane in which Lieut. Robert Hampton Gray, R.C.N.V.R., won his Victoria Cross in sinking a Japanese frigate, on August 9, 1945.

Lieut. Gray's aircraft was Corsair IV (FG 1A) KD 587, of No. 1841 Squadron, and the Museum authorities are seeking information on the colour, and details of any other markings. A photograph would be marvellous, should one be in existence.

more cheaply by civilians.

It is possible that the expansion of the Civil Service has resulted in promotees being less qualified than they used to be, but now that the expansion has been stopped, the effects should quickly wear off.

I admire the "sense of vocation and dedication" of the men in uniform, but this does not justify employing more of them ashore than is absolutely necessary. The sea is the place for the Navy.

W. K. Duncan.

H.M. Dockyard, Singapore.

Hits the pocket

I wonder how many of those who create about the length of initial engagements for young recruits realise that shortening those engagements would take money out of the sailor's pocket.

Under the Pay Code he would get 5s. 6d. a day less for a five-year engagement; and 9s. a

day less for anything under five years. Thus:

Engagement reduced from nine years to seven years from age 18—aggregate loss during seven years' man's time £700.

Engagement reduced from nine years to three—aggregate loss during three years' man's time £500.

Taking into account, too, that short service men could hardly expect the training given to nine-year men, the jobs in which they could be employed would be limited and probably not too interesting.

So, although relaxing initial engagements might suit a few people, the results would be rather different for the majority of sailors.

E. E. Critchell.

Biddenden, Kent.

Ships' badges

It may interest your readers, and especially your correspondent Patrick S. C. Munro (July issue) to know that photo-

graphs and heraldic details of the official badges of the majority of H.M. ships can be obtained from the Planning Manager, H.M. Dockyard, Chatham, Kent, for the sum of 2s. each, plus postage.

In passing, however, details of the badges of the Scott and the Unicorn were as follows:

Scott: On a field Barry Wavy White and Blue, a Penguin Proper.

Unicorn: On a Blue field, a Unicorn Rampant White, Armed and Winged Gold.

John M. Maher

(Lieut.-Cdr., R.N.)

H.M.S. Berry Head.

Rosyth Church

I was interested to read that there is to be a new Dockyard Church at Rosyth, and have been wondering what is to become of some of the fittings of the old one.

When the old one was completed in 1946 I was the organist. The organ was a Hammond from Lyness Base. The pulpit was made by local labour, and took the form of the stern of a ship, while the circular window over the altar was made in the form of a steering wheel. The painted glass was, I believe, the work of Glasgow School of Art.

W. P. Garner

(Lieut. (E), R.N. (ret.))

Ashford, Kent.

Not the one

In your July edition the helicopter pictured on page six is not a Sikorsky Sea King but a Kaman UH-2 Sea Sprite.

J. E. M. (A) Fisher.

H.M.S. Daedalus.

Frigate sailing round the world

When H.M.S. Llandaff, commanded by Cdr. I. B. Lennox, arrives at Devonport on September 21, she will have sailed around the world.

The Cathedral class aircraft direction frigate arrived on the Far East Station in November, 1966, by way of the Middle East. She left Singapore on July 1 for the return journey via the Pacific and the Panama Canal.

Last month Llandaff took part in exercises with the Royal Australian and Royal New

Zealand navies, spent three days at Cairns (Queensland) and a couple of days in the Solomon Islands.

She arrived at Auckland on July 19, leaving, after exercises, on August 3.

A farewell to H.M.S. Llandaff at Singapore from the Flag Officer Second-in-Command, Far East Fleet (Rear-Admiral E. B. Ashmore)

'NEWS' IN EIRE



Ex-Chief Stoker Denis Salter sends us this picture of himself enjoying "Navy News" in his bar at Baltimore, County Cork

Earl's praise for work study

Ten years ago when Admiral of the Fleet Earl Mountbatten opened the Royal Navy Work Study School (now the School of Management and Work Study) he said he hoped that the school would save such an amount of money that, in due course, there would be sufficient to build an "H.M.S. Work Study."

Lord Mountbatten visited the school again on July 3 to "unveil" a new management information centre—the only one of its kind outside the Ministry of Defence, London.

The Admiral said that some people had questioned the effectiveness of Service work study teams, but he instanced the saving incurred in H.M.S. Vernon.

A work study team sent to that establishment found that instructional accommodation, which Vernon claimed was inadequate, was more than sufficient if properly planned.

The cancellation of a new building, which had already been approved, saved £200,000.

An example of the value of the "management" side of the school was also given.

Officers from H.M.S. Dolphin, after a short management course, revised the ratings' basic submarine training so that it could be completed in four weeks instead of seven.

The new arrangements saved more than 100,000 man-hours in Dolphin's annual training programme.

H.M.S. EXMOUTH

H.M.S. Exmouth, the first major warship in the West to be propelled entirely by gas turbine engines, commissioned at Chatham Dockyard on July 20. Under the command of Lieut.-Cdr. B. R. Outhwaite, she will in due course continue trials in different parts of the world under varying climatic conditions.

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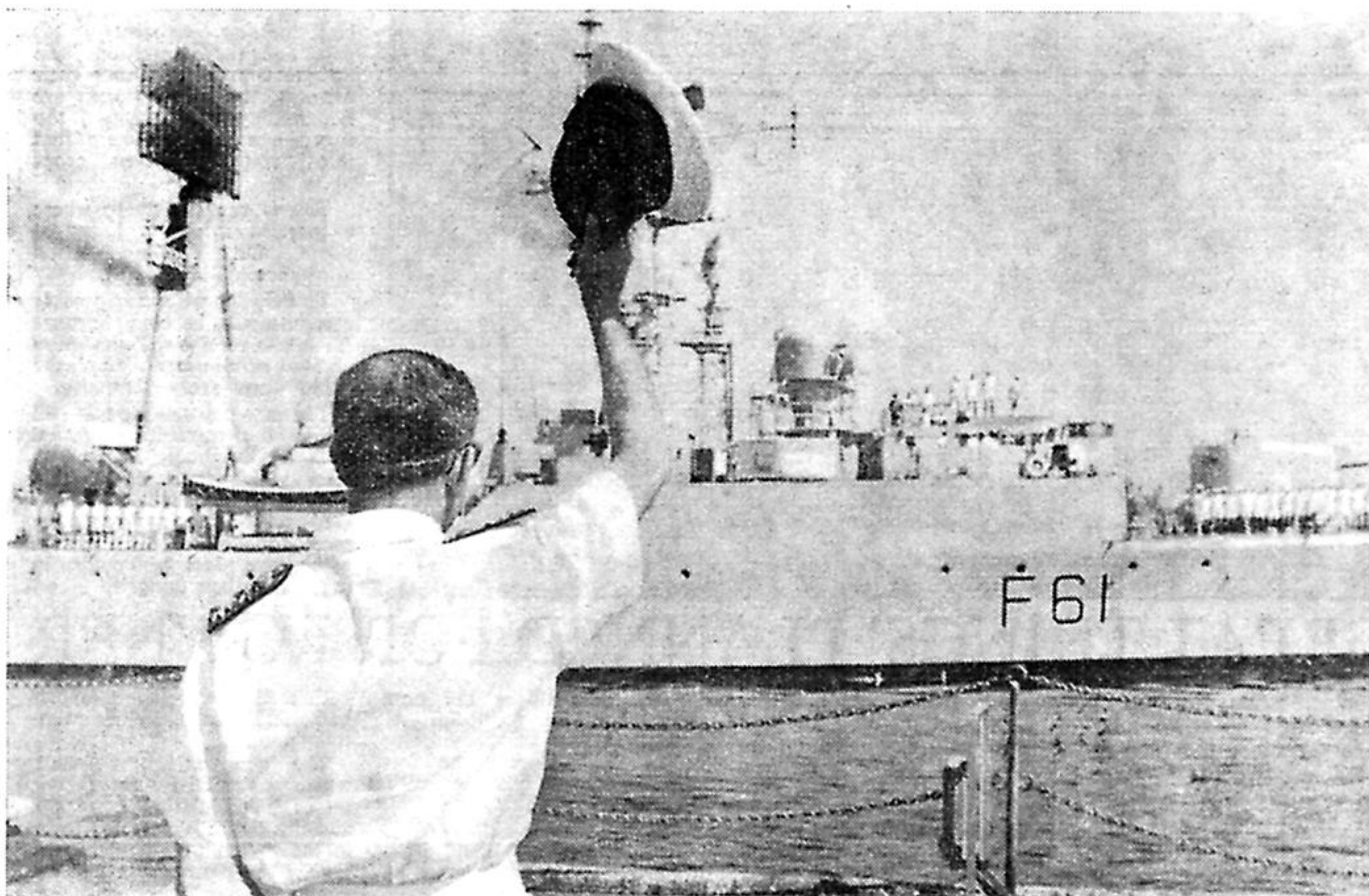
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In a flaming temper

Dashing off a letter to the papers is a most satisfying way of letting rip in moments of anger, and a chief's wife was no exception when she wrote to "Navy News."

"When is the Royal Navy going to wake up to the fact that they lose many good skilled men simply because they object to being treated like naughty boys?"

"My husband is nearing completion of 22 years' service, and is dismayed to find out that his time of leaving will be delayed. This is because 20 years ago he was a naughty boy and did punishment in cells."

"I wonder how many ratings know that this is added to the length of service?"

BITTER LETTER

"Now today I have had a letter from my husband full of bitterness. He has been out in the Far East for 11 months and is due to fly home in a few weeks."

"As he has not taken any of his station leave he thought it would be a good idea to take a few days prior to coming home. So imagine his feelings when his request was turned down."

The letter ended: "Good luck to 'Navy News.' I look forward to it and enjoy it every month. There is a lot to be done to create happier feeling in the R.N. between officers and men."

PENSION PURPOSES

Although the chief's wife did not know that "non-effective time" was added to service, in fairness to the Navy the rule is

SO SHE WROTE TO

NAVY NEWS

widely known, and attention has been drawn to it, in an effort to avoid just the circumstances which have occurred in this case.

The added time is only imposed for pension purposes. A man must serve his full 22 years to qualify.

It might well be argued that a minor escapade 20 years ago should be overlooked after subsequent conscientious service, but supposing a man had been a deserter for 12 months in his youth. Should he get a pension to include that year?

In other words, the problem is "where to draw the line," and it seems to be felt that the line is properly drawn as it is.

Incidentally, where release procedure has become involved in this "added time," quite a few men now drawing pension could testify that their treatment was by no means hard-faced.

HAPPIER NOTE

This was not the end of the story, however. "Navy News" was pleased to receive a further note from the chief's wife, in which she said:

"Further to my letter . . . I was in a flaming temper when I wrote it, and rightly so. My

husband is very conscientious and I thought he had been unfairly treated."

"Now I am glad to say that matters have been cleared up, and my husband and the several others with him have been granted the station leave that was at first refused them."

"It appears that an officer was under the impression that all the advance party had had their station leave."

Well, dear reader, we hope your husband enjoyed his spell ashore at H.M.S. Terror, and hope also that your experience will help to bring this pension rule into wider understanding.

Her day out—spud peeling!

When H.M.S. Grampus took part in the second day of "Seadays '68" from Portsmouth on June 18, 20 women, wives of the ship's company, were on board.

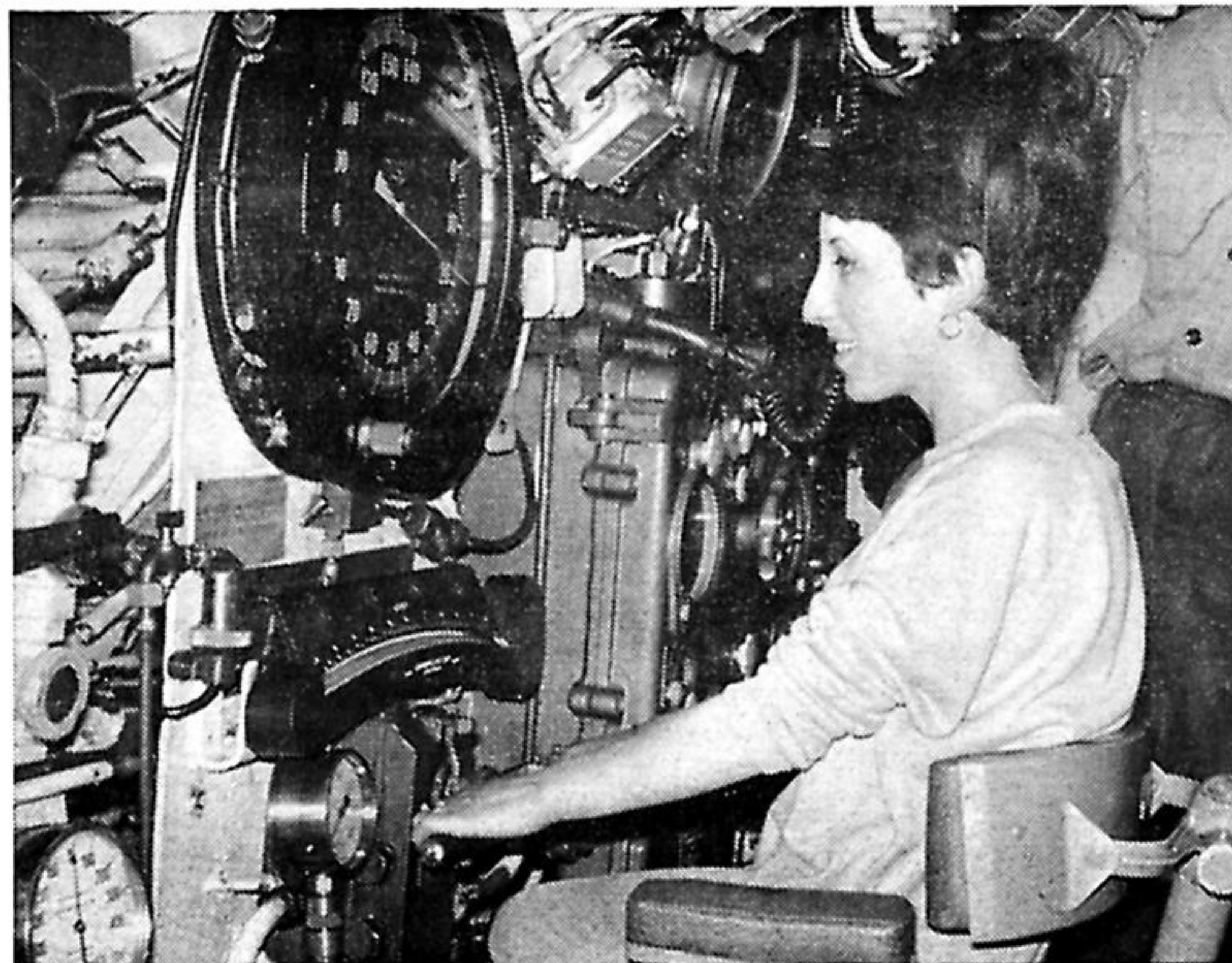
For nearly all of them it was the first taste of "hubbies" trade.

Conducted tours were arranged and a lunch of minute steaks, fruit salads and ice cream prompted some of the visitors to wonder why their husbands ever needed to be fed when they came home.

One wife, however, did not escape housework: she was observed in the fore ends peeling spuds.

While the submarine was dived, the wives were given turns on the periscope and watched a submarine in action.

Pictured below is Laura, wife of AB Gooch, trying her husband's job on the after planes of the submarine



'GREAT THINGS' PLANNED FOR ROWNER

Rowner estate, the Navy's married quarters town near Gosport, reached the "end of the beginning" of its development on July 4 when Capt. G. W. D. Spriggs, Chief Staff Officer (Personnel) to the Commander-in-Chief, Portsmouth, officially opened the

new community centre. Capt. Spriggs said that 11 months ago, discussion on the needs of the estate resulted in this list of requirements: residents' association, shops, post office, bus transport, play groups for young children, welfare community officer, and community centre.

"All these things are now catered for," said Capt. Spriggs, "and next year the community centre facilities will be improved with the provision of a permanent building."

Great things were planned for the estate. There were hopes of a sports and recreation centre

with a club and indoor sports hall, and eventually a swimming pool.

The new community hall, which was erected in three days, serves a population of 8,000, and this figure is expected to be in the region of 12,000 by the time the permanent hall is completed.

Families' Page



RED CROSS AWARD

The young grand-daughter of a member of the Nursing Sisters' Mess in Singapore. Picture by PO(Phot) G. Ash

Naval Base is fascinated by the award of the Associate of the Royal Red Cross, received by Superintendent Sister Sheila Barton, of the Queen Alexandra's Royal Naval Nursing Service.

Miss Barton, who comes from Ashmansworth, near Newbury (Berks), received the decoration at an investiture held by the United Kingdom High Commissioner in Singapore, Sir Arthur De La Mare.

She has served in the Royal Naval Hospitals at Haslar, Plymouth, and Malta, and the R.N. Air Station at Yeovilton.

MORE GO TO WELFARE

Although no ratings have written to "Navy News" in response to last month's article on "Talking it over with someone, in confidence," the assurance about Family Welfare methods has been well received among those who work with naval wives.

"In the first two weeks of this month," said one Welfare worker, "I had a 25 per cent, increase in the number of interviews at my office."

The purpose of the article was to explain that wives with problems can seek advice in confidence, without fear of a reference on their husbands' records.

Complaints on the pay scheme

The Navy's new pay arrangements, by which ratings are paid on or about the 15th or 30th of each month, instead of fortnightly, have resulted in a number of complaints.

One of these, a letter to the Press, said that the procedure saved work for the Pay Department, by making 24 pay days a year instead of 26, but had not taken into consideration the far-reaching effects of the step.

"Ratings, especially the younger ones," said the letter, "who have not yet had time to accumulate much financial reserve, are all highly incon-

venienced, and very many indignant."

"There are occasions when one pay day has to cover three week-ends instead of the usual two."

"Tradesmen of all sorts, persons providing accommodation for the Navy, pubs (for the sailor has earned his week-end drink if he wants one) simply do not know where they stand."

"In fact some private landlords are now reluctant to let

to naval ratings, being uncertain as to when the rent will be available."

The official explanation is that the system was changed to simplify procedure, divide the ledger into equal four-monthly periods instead of three unequal periods, standardise the officers' and ratings' ledger periods, and prepare for eventual computerised working.

The new arrangements ease the burden on ships' pay staffs, and have the advantage that ratings know exactly the amount they are to receive, whereas in the past there were often puzzling differences.

'EMPTY' WEEK-ENDS

While the sailor may appreciate the new consistency in his pay, and the unmarried have no great problem about their finances, the married men are not finding the transition too easy — especially where that third "empty" week-end crops up.

This is particularly so where a married rating is living at home and drawing ration allowance.

To help his wife meet weekly commitments, he could arrange for her to receive the maximum amount of allotment, which she could draw every Thursday.

The new pay scheme will still be in the transitional period until the beginning of August, after which it is hoped that teething troubles will be eliminated, and that ratings becoming more accustomed to the system will have less difficulty in organising their budgets.

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Presented to Princess

The new headquarters of H.M.S. Sussex, the Sussex Division of the Royal Naval Reserve at Maxwell Wharf, Portslade, were opened by H.R.H. Princess Alexandra on July 6.

The building, which consists of offices, picture rooms, radio and radar rooms and maintenance workshops, replaces huts which were built before the First World War.

The Princess, who arrived at the North Lock of Shoreham

Harbour, sailed the one-and-a-half miles inside the harbour to the new headquarters in H.M.S. Curzon, the Division's coastal minesweeper, where she was greeted by the Admiral Commanding Reserves, Rear-Admiral B. C. G. Place, V.C., Commodore V. G. Tolhurst, R.N.R., and the Mayor of Hove, Councillor L. G. E. Sykes.

The Sussex Division has a history going back to 1874 when a Brighton Brigade of the Royal

Naval Artillery Volunteers was formed to man a heavy gun battery constructed near the town.

In 1903 the Royal Naval Volunteer Reserve was formed and a Sussex Division established the following year.

During the First World War the majority of the Division's members served in the Royal Naval Division which fought at Gallipoli and in France.

In the Second World War the

Division's establishment, together with the next-door Hove Marina, were taken over and commissioned as H.M.S. King Alfred, and between 1939 and 1945 22,500 R.N.V.R. officers were trained there.

Below: Princess Alexandra being presented with a working model of H.M.S. Curzon for her children

Picture by L. Air R. Pogson



CHANGE IN NAVY LIFE

High mileage days for the Fleet

When H.M.S. Zest arrived at Devonport on July 4 to pay off she had spent 170 out of 269 days at sea, and steamed 61,500 miles since leaving the United Kingdom on October 9, 1967.

However, those thousands of miles have taken her to, and the days in harbour have been spent in, some of the most interesting and enjoyable ports in the Far East.

In less than nine months the ship took part in a couple of Beira patrols, visited Mombasa, joined units of the Far East Fleet for exercises in the Indian Ocean, and visited Australia.

Then came Dunedin, New Zealand, followed by Yokohama and Shimoda in Japan. Hong Kong came next and, after exercises off Subic in the Philippines, Singapore.

The stay in the Far East base was short—only 11 days—and then the ship was homeward bound, with two short stops, Simonstown and Gibraltar.

H.M.S. Zest's last two commissions are a classic illustration of the way in which life in

the Royal Navy has changed in recent years.

In these last five years the ship has steamed almost half the total mileage that she has done in the 24 years of service—179,000 out of 428,000.

And in June this year the ship recorded her highest ever total for any one month—8,940 miles.

Latest submarine for Australia

H.M.A.S. Otway, Australia's newest submarine, built by Scott's of Greenock, left last month on the 15,000-mile voyage to Sydney. She is the second of four Oberon patrol submarines ordered by the Australian Navy.

DOUNREAY VISIT

Rear-Admiral R. G. Raper, Director-General Ships, accompanied by Rear-Admiral W. T. C. Ridley (Admiral Superintendent, H.M. Dockyard, Rosyth) and Sir Denning Pearson (chairman of Rolls-Royce and Associates Ltd.), visited the Admiralty Reactor Test Establishment at Dounreay on June 19 and 20.

A.R.T.E. is one of the naval establishments under the command of Admiral Raper, and the submarine prototype there is operated by R. R. and A. Ltd. for the Ministry of Defence (Navy).

The current refit of the prototype is nearing completion, and it is anticipated that the plant will be operational this month.

One of the major items during the refit has been the reactor refuel, which is the first one for a British nuclear submarine propulsion plant.

Sir Denning said that the refit programme, which was a complicated one, had gone remarkably well.

Besides visiting the prototype Admiral Raper also looked at the training facilities and the manoeuvring room training simulator.

PORTLAND SQUADRON IN HOLLAND

As a change from the normal routine of training, four ships of the Portland Squadron, the frigates Undaunted, Pellew, Murray and Ulster, accompanied by the submarine Artful and the R.F.A. Black Ranger, under the command of Capt. A. D. Cassidy in H.M.S. Undaunted, recently visited Amsterdam.

In perfect summer weather Undaunted, with the R.M. Band of the Commander-in-Chief, Western Fleet, playing on the flight deck, made a fine sight as she picked her way from IJmuiden through the heavy traffic to the berth near the centre of the city, where she was joined by the remainder of the squadron.

A generous programme of entertainment had been arranged by the Royal Netherlands Navy, but the first night was reserved for the Squadron official reception, concluding with the Royal Marine Band "Beating Retreat" on the jetty.

On the following days there were trips round the canals and official entertainments were mixed with private hospitality.

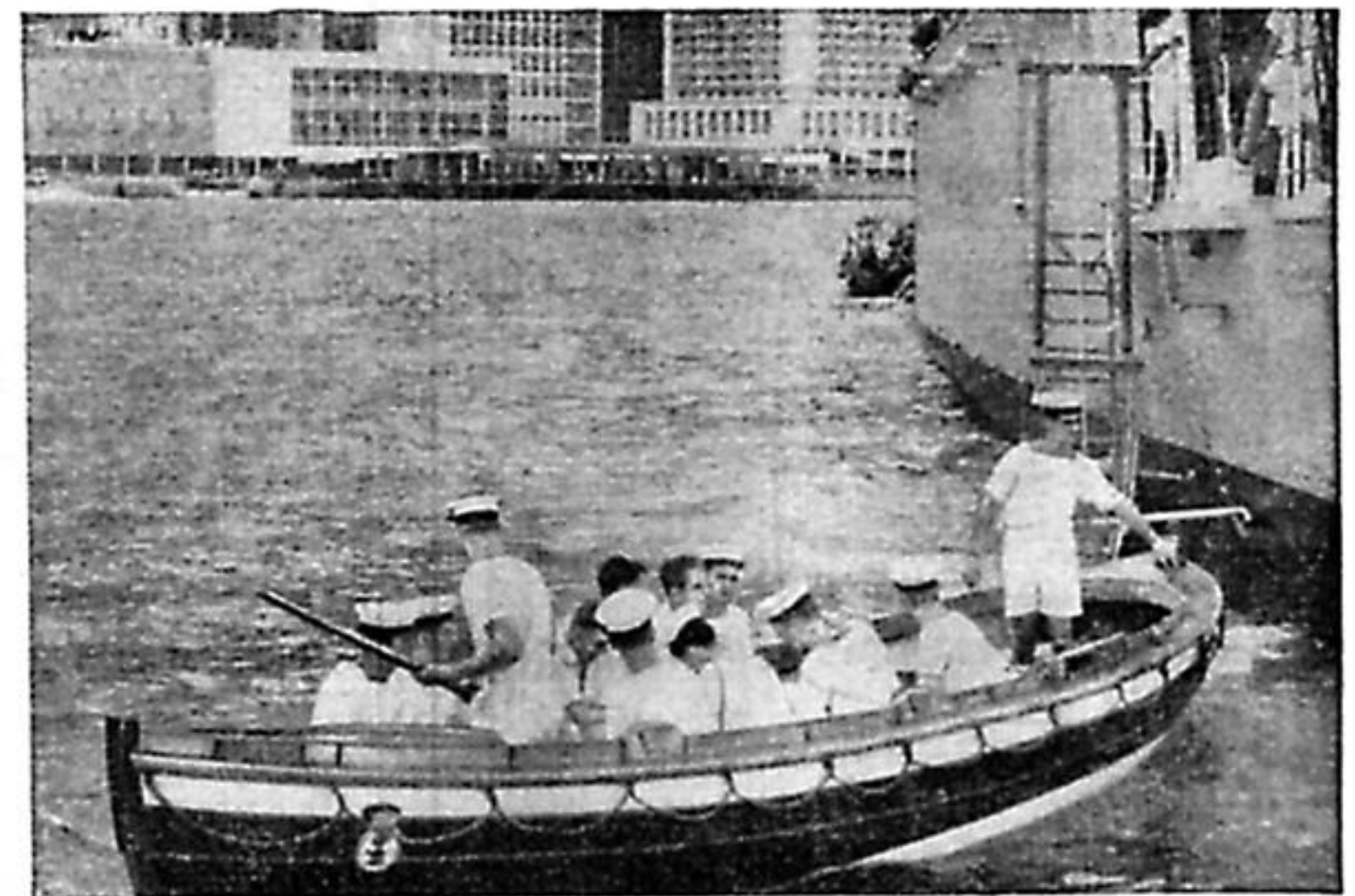
The Royal Netherlands Navy liaison officers worked indefatigably to make the visit a roaring success and, in particular, met the ever-increasing requests for partners for dances and parties with an efficiency and aplomb which would have

done credit to an Arab slave trader!

The band played in the main Amsterdam square to a large and appreciative audience and a successful children's party was given in Ulster, backed up by the other ships.

Despite the difficulty of extracting jelly from the most unlikely places—including a gyro compass—when it was all over, everybody, guests and hosts alike, enjoyed themselves.

In a delightful gesture, which summed up the "feel" of the whole visit, the local Garrison Commander presented the squadron with a whole van load of carnations and roses, more than enough for each mess to have a share



If you were posted abroad tomorrow, here's how Westminster Bank would help you

THINK A MINUTE. One of these days a posting abroad may be a very real possibility. And that's when you could be thankful you've got an account with Westminster Bank. Here are four typical problems for members of H.M. Forces and how the Westminster Bank helps solve them.

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3. How on earth can you save? Suddenly you are spending not pounds but foreign currency. Very exciting. And can be very expensive. At such times the idea of saving will seem dull. It is

nevertheless very, very wise. You can arrange with the Westminster to pay fixed amounts into a deposit account. (Where it accumulates interest.) Or to some other investment. This way you know you'll always have money when you come home.

4. Let us take care of the worrying, too. It is easy for a man on active service to get tangled up in complicated questions of money affairs. Your local Westminster Bank Manager will be pleased to help you find the very best advice on these matters.

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We hope we have convinced you that we understand the problems your life may present at any moment, and that we can give you a lot of immediate help with them. Why not have a friendly talk with your local Westminster Bank Manager? He'll tell you just how easy it is to open an account with us. Or write direct to the Head Office of the Westminster Bank, 41 Lothbury, London EC2.



H.M.S. Undaunted fostering Anglo-Dutch relations

Rear-Admiral G. C. Crowley, Director - General of Naval Personal Services and Officer Appointments, explains in this article why it has been decided to rename and modernise the Naval Central Fund, giving it a new vigour in its work for the Fleet.

How often have you wondered why the Fleet, and that includes shore establishments too, cannot have more amenities? If you have ever seriously thought about this you will probably have reached the conclusion that there simply is not enough money for all these things. Though this is unfortunately true, it is not the whole story, nor is it necessarily beyond our ability to improve the situation.

Ask a sailor, "What is the Naval Central Fund," and the odds are that he doesn't know, and if he does he doesn't know very much about it.

Unfortunately, the truth is that the Naval Central Fund, with assets amounting to about a third-of-a-million pounds, has lacked appeal. Not only that,

Cough up!

SUPPORT MEANS MORE AMENITIES

but perhaps the Fleet has not had enough say in its management over the past few years.

The title never really caught on, and although the Fund has done a great deal of good for a large number of men and their dependants, very few people have known about it.

There has been something of

the "Silent Service," amounting to anonymity, about it.

Your Fund is now being modernised. Firstly, it is being re-christened and called the "Fleet Amenities Fund"—with a big accent on the Fleet.

Secondly, the whole structure is being broadened so that representatives from the Fleet and Commands will be included in its management.

In addition, a rating will serve on the Grants Committee for the first time—another important responsibility for the chief petty officer on the Second Sea Lord's Personnel Liaison Team.

Investment

The most far-reaching change, however, is in the manner of capital investment.

A leading City merchant bank, Messrs. Robert Fleming and Co., has undertaken the management of the Fund's financial affairs, and two eminent professional gentlemen in the investment field have agreed

to advise the Trustees in an honorary capacity.

In future, when your Fund makes a contribution to any project, a plaque or other permanent record will be suitably placed so that the Fleet Amenities Fund may leave its fingerprints at the scene of its operations. The days of anonymity are over.

If plaques had always been erected by this Fund, prominent ones would have been seen in many places such as the CPOs' swimming pool in H.M.S. Terror, the Families' Annex at the Portsmouth "Aggie Weston's," and the new Dolphin Yacht. Your own R.N. and R.M. Dependents' Fund also received a handsome grant.

To the future

In all, nearly £50,000 has been distributed by the old Naval Central Fund in the last four years, and most of us have undoubtedly benefited at some time or other.

But what of the future? How can we continue the good work? "Money makes money" is certainly true, and could be applied to the new Fleet Amenities Fund. We need more money in the Fleet Fund with which, by

Did you know . . .

That nearly £50,000 has been distributed by the old Naval Central Fund in the last four years?

That your own R.N. and R.M. Dependents' Fund received a handsome grant?

That the CPOs' swimming pool at H.M.S. Terror, the new Dolphin yacht, and Families' Annex at Portsmouth's "Aggie Weston's" all benefited from the Fund?

There are many more ways to make life pleasanter—when the money comes rolling in.

a wise financial policy, we can do more really worthwhile things.

The Army and the R.A.F. Funds are vastly bigger than our own. If they can build up large funds, we can clearly do so too.

How can we all help? Well there is an old saying that charity starts at home, and this is really true. If we as a Fleet could all, each and every one of us, help to boost our own Fund, it would grow—and grow quickly.

Spare money

This is, after all, a Fleet Fund for the Fleet, and surely deserves all the help we can give it. When a ship pays off or a unit has a little spare money, could this not be given to your Fleet Amenities Fund? If it were, what a difference it would soon make.

Your Trustees, who are the Commander-in-Chief Western Fleet, Commander-in-Chief Portsmouth, the Commandant General Royal Marines, the Deputy Under Secretary of State (Naval), with the Second Sea Lord in the chair, are all anxious that any surplus funds may be directed towards your own Fleet Amenities Fund so

that it will swell and cross the million-pound mark.

And we do not wish to increase the fund just for the fun of it. Don't forget that the more money we get the more we can give out.

Ships have often set an excellent example in this, and only fairly recently the Maidstone, Victorious and London all made generous contributions from their Welfare Funds when they paid off.

Reap benefits

If others would only follow their lead we would soon be well away, and the Fleet would soon be reaping far greater benefits.

The more interest we can take in our own Fund, the quicker it will grow, and the quicker it grows the more really positive things will it be able to do for the Fleet.

Please help yourselves by supporting the Fund, and when the time comes to pay off, give your own welfare surplus money to it.

If you do this, the reward in the shape of better amenities of all descriptions will be extremely worthwhile.

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DOUBLED THEM UP

Life is tough in the Navy, but can be even worse in the Royal Naval Reserve.

Recently there was a visit to a foreign shore. It was all very successful, coach rides and all that, but lest it be imagined that the participants were living in the lap of luxury, the following is a quotation from an official report:

"Unfortunately accommodation for officers and W.R.N.R. ratings was not up to the standards usually provided, and in many instances beds had to be shared."

Blake's helicopters

In a written Parliamentary reply to Rear-Admiral Morgan Giles, M.P. for Winchester, Dr. David Owen, Parliamentary Under-Secretary for Defence (Navy), said that H.M.S. Blake, in her new role, would carry four helicopters.



Now where have I seen that face before . . . ?

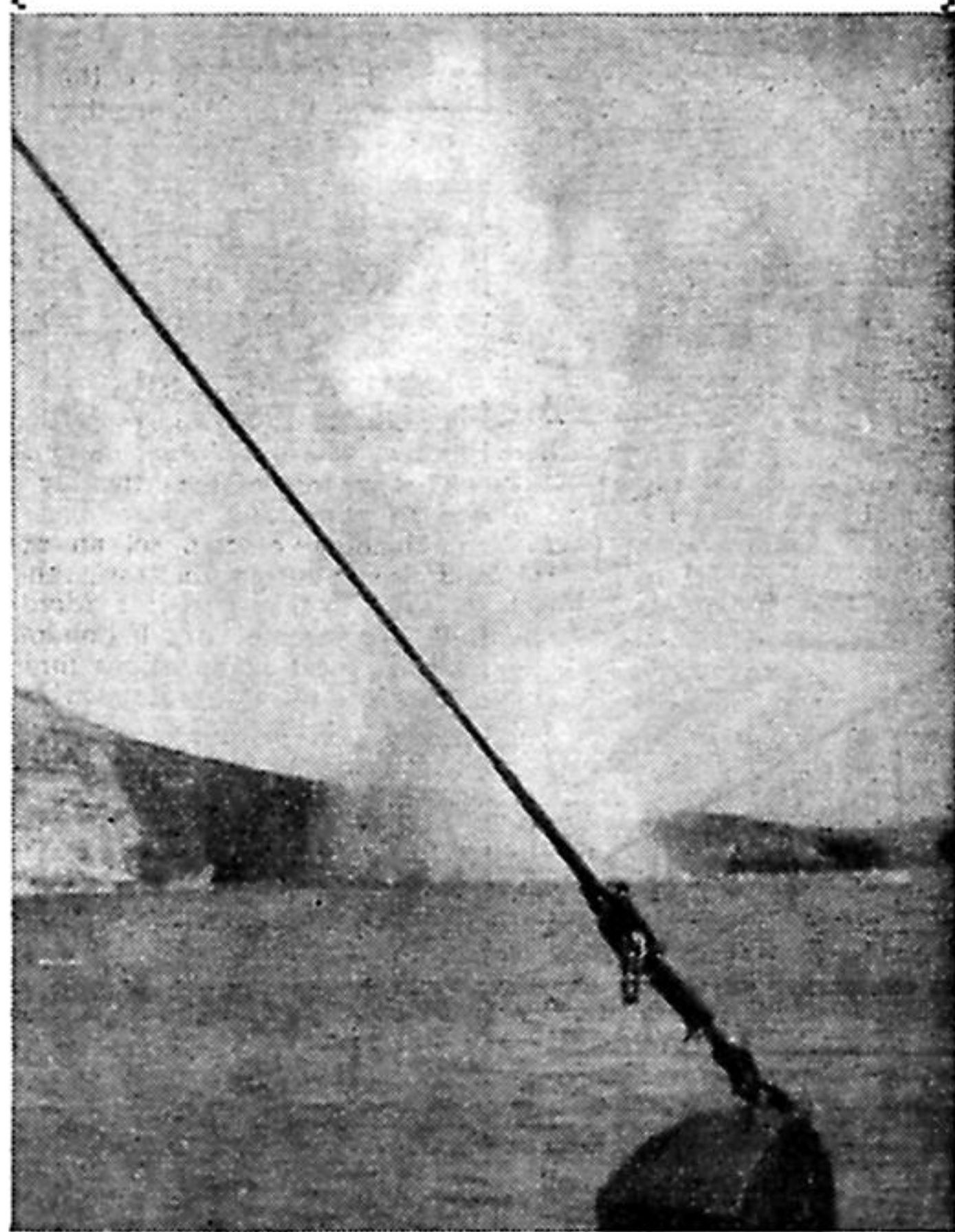
According to the caption supplied, it is believed that all polar bears inside the Arctic Circle are now wearing the green beret after the exploits of 45 Commando, Royal Marines, who acted as enemy force during the exercise Polar Express.

Below: In the Land of the Midnight Sun, off the North Norway coast, the photographer got this shot of the flight deck of the commando ship H.M.S. Bulwark.

Five countries took part in the exercise, to test NATO European mobile forces, with the Bulwark acting as springboard for the assault on the Norwegian coast.



Busy year for Malta divers



The end of a German 4,000 lb. bomb sends a huge column of water into the air

The first half of 1968 has been particularly busy for the Malta Clearance Diving Team. As a result of the large amounts of bombs and mines that were dropped on Malta during the Second World War, the task of unexploded ordnance disposal is far from finished.

In addition to answering the calls for assistance that come through official channels, the team is making a big effort to ensure that the ports and anchorages of Malta are clear of wartime relics so that the island's redevelopment programme is not held up.

The waters around Malta are ideal for search operations.

Amongst the "high-lights" so far this year have been a German 4,000 lb. bomb in the north of the island, and a German buoyant mine found only 400 yards off the seafront at Sliema. The subsequent explosions

were felt all over the island and showed how dangerous unexploded bombs and mines can be, even after such a long period.

Search operations have also resulted in the discovery of two wrecks near the entrance to Grand Harbour. Considerable amounts of small-arms ammunition, shells and depth charges were found in both.

At present the team are endeavouring to locate and dispose of the torpedo warheads.

The team has taken part in three NATO exercises during the period and has visited Italy, Crete and Greece.

With Turkey and France yet to come, these exercises make a refreshing change from unexploded ordnance disposal and also provides the opportunity for the team to try out different operating methods and compete with Clearance Diving Teams from other NATO countries.

Plastics—successful ship tests

The glass reinforced plastics test section representing the full-scale mid-section of a ship, sponsored by the Ministry of Defence (Navy) and built by Bristol-Thornycroft, has successfully completed the series of structural strength tests for which it was designed.

These tests, which were conducted at the Naval Construction Research Establishment, Rosyth, have demonstrated that the form of G.R.P. construction used in the test section is viable for large ship structures.

New and valuable information on the behaviour of large sections of this material will form the basis of further research and development work which is currently in hand using test panels.

The cost of the original test section has been amply repaid by the information arising from the tests, and the date by which sizeable G.R.P. ships can successfully be built has been significantly advanced.

Saving teeth—and manhours



Prominent among the quayside clutter of cars, trucks and stores is the first mobile dental clinic to be used in H.M. Dockyards.

The trailer caravan, pictured here at Fountain Lake Jetty, Portsmouth, can be easily moved from one site to another, and it is anticipated that by bringing treatment "right to the brow," many long and frequently wet treks through the Dockyard to the nearest shore-side clinic will be avoided.

Not only will the dental health of the Fleet benefit, but many hundreds of man-hours will be saved.

MALCOLM ENVIED THE GRAFTON BUNNY GIRLS

"Meet the Navy," as the majority of readers will probably know, is an aid to recruiting, which entails certain warships visiting selected cities in order that local schoolchildren can visit or go to sea, to give them an idea of the Fleet's work.

Taking part this year were H.M.S. Malcolm and H.M.S. Grafton on the East Coast, H.M.S. Keppel and H.M.S. Duncan on the West Coast, and H.M. Submarine Odin popping up everywhere (writes RO2(W) Peter Legg, from H.M.S. Malcolm).

This article is primarily concerned with the Malcolm and Grafton, who started their tour in Harwich on May 24. At every port the programme included a demonstration day, when each ship took a party of about 40 schoolchildren to sea for the day.

Sea demonstrations consisted of a guided tour of the ship (no holds barred, you name it they went there), followed by a jack-stay transfer, gunnery shoot, and mortar firings. After dinner there were small-arms firing demonstrations.

OTHER INTERESTS

It was all very absorbing to the ship's company, but the young visitors seemed more interested in prancing about under the ultra violet rays in the ops room, pulling dead fish out of the sea after mortar firing, and taking opposite sides when the mess G members played uckers after tot time.

Our next stop after Harwich was London, where besides visits by schoolchildren, both ships were also open to the public.

Somehow or other the

Grafton managed to entice some "bunny girls" on board. They say money talks!

Sailing on to Grimsby, the usual demonstrations were followed by dances organised for the ship's company, and gallons of beer organised by fishermen who remembered us from various "fish patrols."

THE WRONG ONES

We had a slight change of plan in our sea demonstration prior to arriving at Newcastle, when instead of firing at two Buccaneers we opened fire on two German Air Force Starfighters which came in to salute us. Luckily for diplomatic relations, we were only firing "break up shot."

There is little we can say about Newcastle as a run ashore, except that we had a marvellous time — even the police liked us.

After Dundee we went on to our final and favourite stop—Aberdeen.

By now the ship's company were experts on child psychology, even though a swift belt behind the ear (when nobody's looking) worked wonders at times.

SPORTS PROGRAMME

Both ships had a full sports programme at Aberdeen, the climax being a tug-of-war between the entire ship's companies, the prize being a can of beer for every man on the winning ship.

It's rather a sore point, but

Historic Malta call by Grand Master

For the first time since the Knights of St. John were expelled from Malta by Napoleon in 1799, the Grandmaster of the Order—the Sovereign Military Order of St. John of Jerusalem of Rhodes and of Malta—has visited the island.

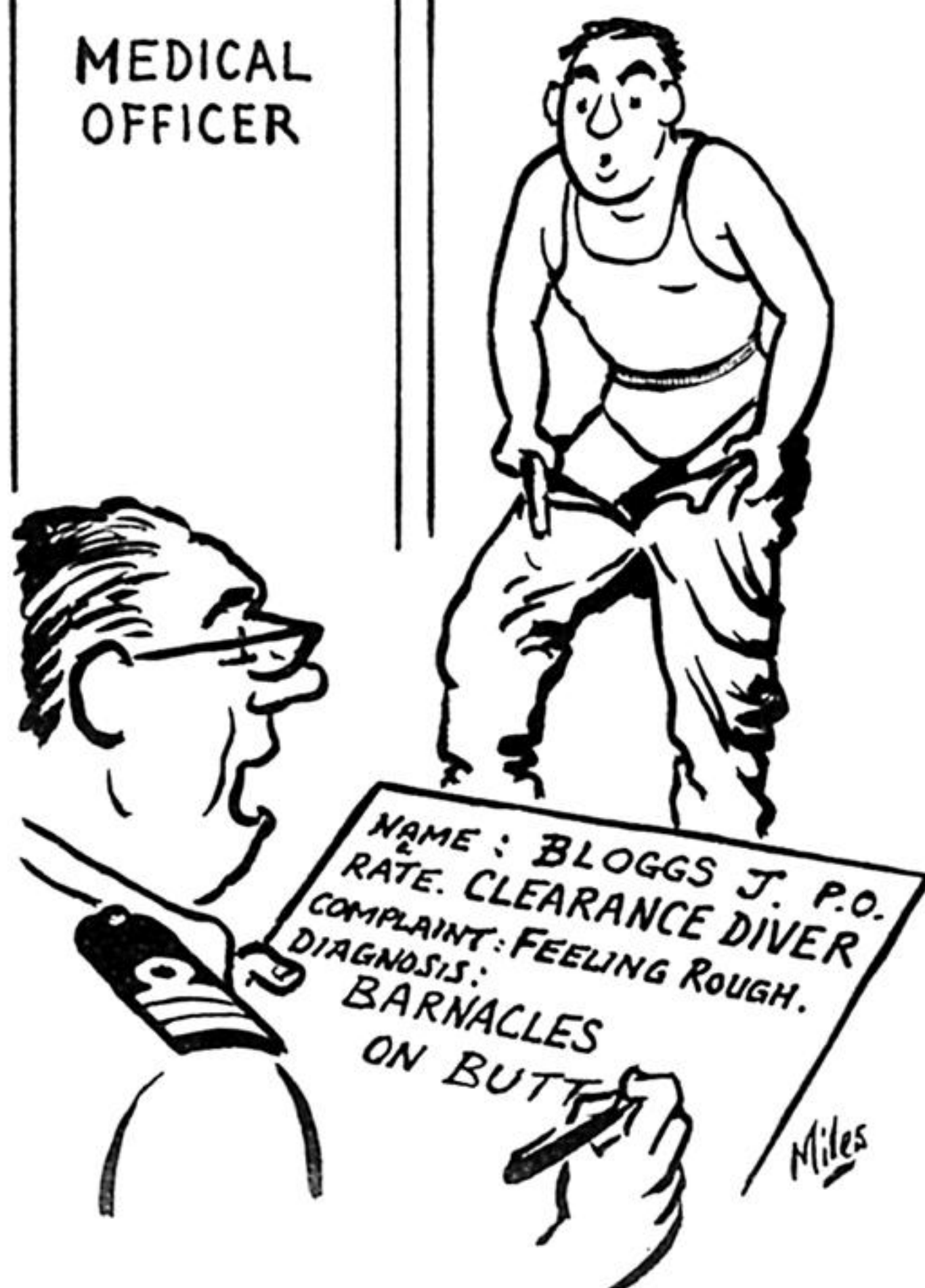
The Grandmaster arrived at H.M.S. St. Angelo on June 14 where he was met by the Flag Officer Malta, Rear-Admiral D. L. Davenport, and by Commodore J. S. le Blanc Smith, the commanding officer.

During his tour the Grandmaster, His Most Eminent Highness Fra Angelo de Majona di Colonna, saw the historic parts of the fort which mean so much to the knights, since it was their principal bastion during the Great Siege of 1565. He visited the Knights' Cemetery

where he laid a wreath; the Chapel of the Nativity, which is the earliest extant church in Malta; the oubliette, where the knights who had committed misdemeanours were incarcerated; the Chapel of St. Anne, which was the knights' Conventual Chapel, and the Crypt, which was the Grandmasters' burial place.

He also saw the boat pool which used to harbour the knights' galleys, and the associated slaves' quarters.

MEDICAL OFFICER



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Navy News

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Pay change problems

Nobody likes change—least of all where it appears to benefit the system without much advantage to the individual. Pay arrangements affect an area more sensitive than most, and the Navy's new methods have so far had a cool reception.

The alterations seemed logical enough, bringing consistency to officers' and ratings' ledgers and to ledger periods, easing the work load on ships' pay staffs, ensuring that a rating's money would not be subject to substantial variation, and easing the path to computerised working. Changing from 26 assorted size pay packets to 24 equal ones did not appear all that revolutionary.

COMPLICATIONS

Unhappily, although the new pay days are about the 15th and the end of the month, there can be "half-monthly" periods of up to 19 days covering three weekends, bringing much more complication to domestic finances based on "so-much-a-week" thinking.

Small wonder that the question has once more erupted, "If the Army can be paid every week, why can't we?" Undoubtedly this would find favour with many, but while the other Services have men in large concentrations, the Navy are scattered in small pockets. Weekly payment would be impossible without much more work and staff.

Irritation which has shown itself may be due in part to a lack of knowledge about the new system, both among families and those who have dealings with them. Problems on both sides of the pay table might be expected to lessen after the present transitional period, and as ratings and their wives acquire a greater understanding both of the system and how to adapt to it.

HELP THEMSELVES

In any event, these are not matters capable of being switched about at short notice. While the position is being assessed, families can help themselves by taking full advantage of the weekly allotment possibilities.

Undoubtedly the reaction is causing a long new look. One immediate hope is that publicity may encourage landlords and tradespeople to be reassured—and more accommodating.

R.N.R. PARADE ON ANNIVERSARY

When the Commander-in-Chief, Portsmouth (Admiral Sir John Frewen), inspected the ship's company of H.M.S. Southwick (Headquarters Reserve, Portsmouth) on June 26, on the occasion of its tenth anniversary, he said that as Britain withdrew from the Far East, more ships would be based on Portsmouth.

This meant that the number of men and women in and out of uniform likely to be employed by the Navy in the area would not be dramatically less than now.

Complimenting the parade—"You are extremely smart, which reflects a fine spirit"—the Admiral said that there will continue to be a naval headquarters at Portsmouth, and one that will be of some importance. He went on: "Headquarters



"... Difficult to believe that this house was once notorious as a place in which tired business men could cast off their worldly burdens in emotional experiences!"

H.Q. BASED ON NIGHT CLUB OF THE 1920s Northwood? —Where is that?

by
Warrior

Two questions often on the lips of men of the Western Fleet are "Where is Northwood?" and "What is Northwood?" The third question always is "Why on earth does the Commander-in-Chief, Western Fleet, have his headquarters there?"

It is a long story, and 50 officers from Western Fleet ships went up to Northwood on July 1 to try to find out something about it.

They were met by the Chief of Staff Western Fleet, Rear-Admiral P. W. B. Ashmore who, in welcoming them, stressed that a Commander-in-Chief's headquarters — in fact every shore headquarters — existed only for the benefit of the man afloat.

The ship was the reason for the existence of the staff, and not the other way round. Several officers of the staff then gave short talks on the functions of the headquarters, followed by a tour of the Operations Room, the Secretariat, and Communications Centre.

Near Watford

Afterwards officers were invited to an informal buffet luncheon by the Commander-in-Chief, Western Fleet, Admiral Sir John Bush, and Lady Bush, in the garden of Admiralty House.

Northwood is north-west of London, about half-an-hour out on the Metropolitan Line, not far short of Watford.

It is a busy commuter suburb

surrounded by golf courses just on the fringes of pleasant countryside in Bucks. and Berks.; and the key to the presence of a naval Commander-in-Chief there lies in Coastal Command of the R.A.F.

Several R.A.F. command headquarters are situated near London, and Coastal Command has had its headquarters at Northwood since 1937 — based on a large house which had been notorious as a night club in the 1920s.

Coastal Command Headquarters controls the Maritime Headquarters at Plymouth and Pitreavie, which operate the Shackletons which work so closely with the Navy in anti-submarine warfare, surveillance, and search and rescue. Nowhere are the links between the Navy and the R.A.F. closer than with "Coastal."

It was these links and the need for close co-operation with maritime air control which brought the Navy to establish its NATO headquarters for the EASTLANT area at Northwood.

Underground

There was already an underground protected headquarters there and this was enlarged at NATO expense for the purpose.

Throughout the fifties the Commander-in-Chief, Home Fleet, used to leave his flagship and run NATO exercises as CINCEASTLANT with his staff at Northwood.

It was in 1960, when the last fleet flagship, H.M.S. Tyne, was abandoned, that the Commander-in-Chief, Home Fleet, then Admiral Woods, moved per-

manently ashore, and Northwood became the headquarters of the Home Fleet under the name H.M.S. Warrior.

Thus established at Northwood were the staffs of the Air Officer Commanding-in-Chief, Coastal Command, and his NATO staff as COMMAIR-EASTLANT; and of the Commander-in-Chief, Home Fleet, and his NATO staff as CINCEASTLANT.

In 1966 there was a further change when the Commander-in-Chief, Home Fleet, also took over from the Commander-in-Chief, Portsmouth, the NATO job of Commander-in-Chief, Channel, and the Channel NATO staff moved up from Fort Southwick to the "tunnel" at Northwood.

Initials and titles are confusing, so for those who think NATO is just another meaningless word, perhaps some explanation is due. In wartime all the Western Fleet comes under NATO, that is allied, command;

some in the eastern area of the Atlantic (EASTLANT) and some in the comparatively small but very important Channel area.

This area, stretching from the South-West Approaches to the Wash, is a focus of shipping vital to the security of Europe: thousands of ships are at sea in it daily.

The Commander-in-Chief, Western Fleet, in his two NATO hats, is responsible for planning and exercises in these areas in peace, and for operating all NATO ships in them in war.

This means that the Western Fleet is NATO and NATO cannot do without the Western Fleet. And the headquarters at Northwood contains all the national and NATO staffs to carry out both the naval and the maritime air task.

New entrance

What does it look like? Frankly at the moment a confusion of huts and buildings clustered round an old Victorian house. But the small and untidy entrance to the underground tunnel has just been replaced by a proper up-to-date entrance, and a new office block to house the Western Fleet and Coastal Command staffs will be ready next Spring.

W.R.N.S. accommodation blocks are springing up. It is already the most important maritime headquarters in Europe—and its importance as such is growing.

And now you know why we are there. We would rather be in Pompey, and hate being so far from the ships and the sea, but the reasons we can't be are sound, and somehow we'll keep in touch—or be drafted back to sea!

Western Fleet's annual assembly

Ships of the Western Fleet assembled at Rosyth from July 22 to August 1, and, until the arrival of the Commander-in-Chief on July 26, were under the control of the senior officer afloat, Rear-Admiral A. M. Lewis, the Flag Officer Flotillas Western Fleet.

The purpose of the assembly was to allow flag officers and commanding officers to meet and discuss current matters, and for ships to take part in a very full programme of harbour training, Fleet examinations for officers and ratings, professional meetings for specialist officers, and a full range of sports events for Fleet championships.

Taking part were 50 vessels ranging from the commando ship H.M.S. Bulwark to coastal minesweepers, and including ships of all classes.

Specialist demonstrations included a disaster relief operation by ships' companies from the escort vessels, and a commando attack by assault forces from H.M.S. Bulwark.

FAREWELL VISIT

During the assembly, the Commander-in-Chief Western Fleet, Admiral Sir John Bush, had as his guests the Parliamentary Under-Secretary of State for the Royal Navy, Dr. David Owen, M.P., and the First Sea Lord, Admiral Sir Varyl Begg, who was making his last visit to the Western Fleet before retirement.

On August 1, ships were leaving Rosyth in company for manoeuvres under the direction of the Commander-in-Chief, Western Fleet, before dispersing for their various destinations.

NAVY'S NEW MINISTER

Dr. David Anthony Llewellyn Owen, M.P. for Plymouth Sutton, has been appointed Parliamentary Under-Secretary of State for Defence for the Royal Navy, in succession to Mr. Maurice Foley, who becomes Parliamentary Under-Secretary of State, Foreign Office.

SWORDS OF PEACE

Swords of Peace are awarded annually by Wilkinson's Sword Ltd. to units of the three Services, in recognition of "peacemaker" contributions. At this year's presentation the Secretary of State for Defence, Mr. Denis Healey, is seen with the three recipients (left), including Cdr. R. A. S. Irving, commanding officer of H.M.S. Gurkha.



'The force can be proud...'

in defence. Moreover the existence of a lot of separate and independent nuclear powers would be more likely to upset world stability than to guarantee the peace.

So we are members of NATO, and we contribute our nuclear weapons—first the V-bombers and now Polaris—to the NATO Alliance in the same way as we contribute our conventional forces—and for the same purpose.

Our Polaris force will form the British contribution to NATO's strategic deterrent. It permits us to continue to offer to NATO, as the V-bombers are phased out, a complete range of military capabilities from conventional forces upwards.

The submarines themselves will be fully committed to NATO and their missiles targetted under co-ordinated NATO plans. They will, of course, remain subject to political control and could not be used without the British Government's consent.

We shall continue to play a major part in the drawing up in NATO of "guidelines" for the use of all the nuclear weapons available to NATO, including those we make available.

DEFEATS IMAGINATION

Because we are a nuclear power, we have been able to make a special contribution to these discussions. And there is good reason to believe that our European allies welcome the existence of one nuclear power on this side of the Atlantic which is prepared fully to commit its forces to the alliance.

The destructive power of the Polaris submarine defeats the imagination. The missiles in one submarine could cause more damage than all the bombs dropped on both sides in the last war, including the atomic bombs dropped on Japan.

As H.M.S. Resolution's 100 per cent successful test firings at Cape Kennedy showed earlier this year, the accuracy of the system would enable a bull's-eye to be scored every time.

The re-entry system for the missile is composed of three bodies and each warhead, which is a British design, is in the megaton range. With these capabilities Polaris is more than a match for any existing missile defences.

As NATO recognised this year, its power to penetrate such defences can be maintained at a tiny fraction of the cost of building an Anti-Ballistic Missile System. This is only one of the many technical issues we keep permanently under review to ensure that the credibility of Polaris is maintained.

We shall have at all times at least one submarine on patrol, and very often two; while on patrol the submarines are virtually invulnerable.

This is why Polaris is such an effective deterrent. It cannot

be knocked out in a surprise attack. The submarines can remain undetected for long periods anywhere in the vast areas of the oceans, with all 16 missiles at instant readiness.

Submarines which are operational but not on patrol will also be capable of firing their missiles at short notice.

The whole intricate and interwoven system of submarine, support facilities, and missile has been designed to eliminate any possibility of failure.

The combination of enormous destructive power, immunity from detection and complete reliability makes our Polaris Force a contribution to the Western defences of immense significance both to our allies and to any potential enemy.

So far I have confined myself to the "hardware" side of Polaris. I should now like to say a word about the men who man the submarines, and those who support them ashore.

Servicemen in peacetime are faced with a paradox. They are required to prepare themselves for a war which everybody hopes and prays will never happen.

Servicemen accept this readily enough both because they, better than anyone, know the horrors of war, and because they have the satisfaction of knowing that it is their readiness to fight which prevents war from happening—and sometimes by fighting in a small conflict they can prevent a larger one.

HIGHEST STANDARDS

For Polaris crews, and those who support them ashore, the paradox is more extreme. They have the great responsibility of operating the ultimate deterrent to war. At the same time, they know that if they ever got the order to fire, their mission would have failed in its purpose.

Nevertheless, they achieve the very highest standards of training and operational readiness—the deterrent is never "off-duty"—and complete reliability is the watch-word of the Polaris force.

All members of the force and their families can be proud of the fact that Polaris is fulfilling an essential part of the defence policy laid down by Her Majesty's Government: its contribution is vital to the security of the nation and of the West Alliance, and as such plays a key part in assuring the peace of the world.

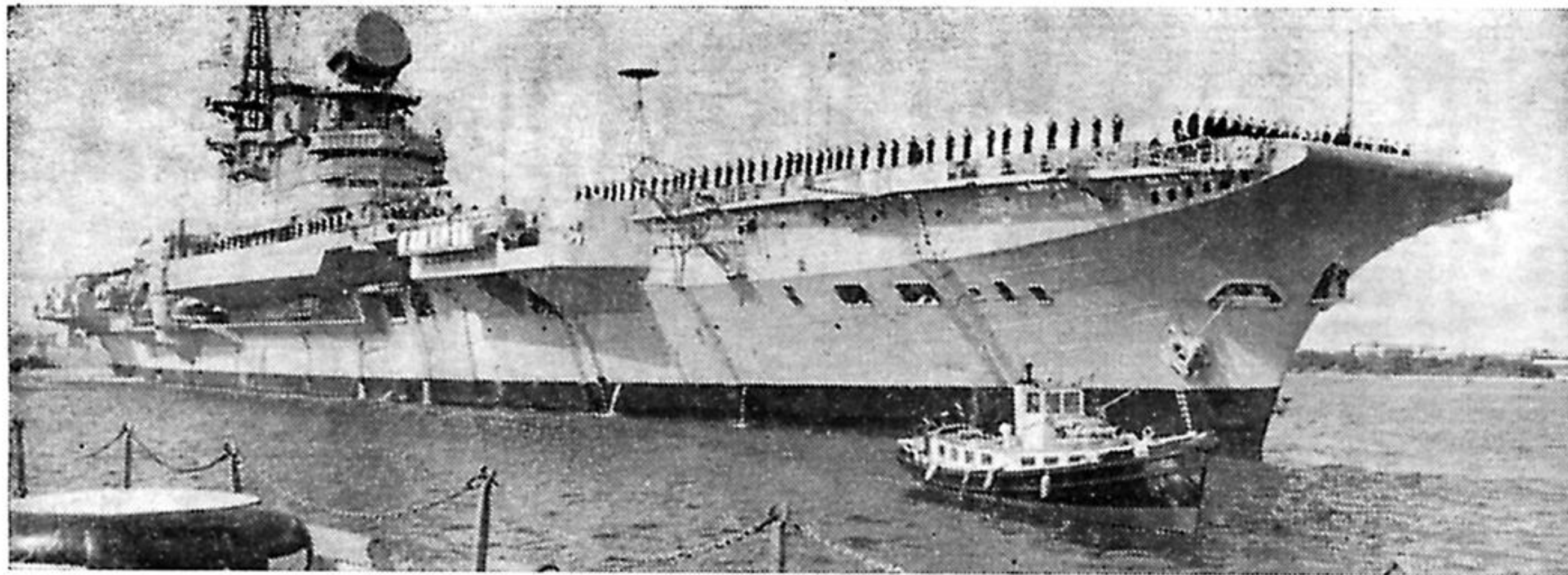
'PETS' AT YEOVILTON



Greeted by Cdr Derek Monsell (Cdr. Air) Petula Clark arrives at R.N.A.S. Yeovilton during filming, while (below), the Fleet Air Arm's aerobatics team toast their mascot, a six-month-old lion cub from Longleat.



HERMES SAILS FOR FAR EAST



Trials in Channel

Before leaving U.K. for the Far East, H.M.S. Hermes carried out extensive flying trials in the English Channel, during which one of the first British Phantoms, based at Yeovilton, overflew the carrier.

Among other visitors by air was the Minister of Defence (Equipment), Mr. J. Morris, who was welcomed on board by Rear-Admiral Fell (Flag Officer Aircraft Carriers), and Capt. Parker (Commanding Officer of Hermes).

Pictured right are four Wren officers who went to sea during trials—(left to right) 3/O Johnson (Culdrose), 3/O McCall (Lee), 3/O Pres (Culdrose), and 2/O Levett (Lee). They are wearing ear defenders.



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Portsmouth Cookery School's last class

After more than 30 years, the Portsmouth Command Cookery School in the Royal Naval Barracks, Portsmouth, well known to virtually every cookery officer and rating in the Navy, has closed down, its work being transferred to the Supply and Secretariat School, H.M.S. Pembroke, at Chatham.

Until about 1962 there were a number of cookery schools, one for each home port, one in Malta, and one in Singapore, but these have all been closed.

Since 1962 the Portsmouth

School has been responsible for all cookery courses leading to advancement, while the basic training for cooks on entry has been carried out elsewhere—latterly in H.M.S. Pembroke.

Fine examples of culinary art—roasts, glazed hams, cakes and bread, hors d'oeuvres, canapés, jellies, mousses, soufflés, chicken, fish—in fact every kind of food delicacy were on show on July 9 when Commodore E. H. Lee, Commodore of the barracks, paid a farewell visit to the school.

The Commodore, who was accompanied by the Chief Staff Officer (Admin) on the staff of the Commander-in-Chief, Portsmouth, Capt. C. A. W. Weston, the Base Supply Officer, Cdr. J. V. A. Musters, and others, congratulated the training staff and the very last class of trainees, who had prepared such superb examples of their work.

'EVERY AMENITY AT FASLANE'

Whatever criticism they had heard of Faslane, the base now had every amenity, said Lieut.-Cdr. F. D. Lowe, commanding officer of the Porpoise class submarine Finwhale, addressing the ship's company and their families on the occasion of the re-commissioning at Portsmouth on July 18.

Finwhale has joined the Third Submarine Squadron at Faslane after a 15-month refit, in which she was "taken apart and put together again."

A 'buzz' about Chichester

H.M.S. Chichester, according to the Soviet Communist Party newspaper "Pravda," appeared in the area of Warsaw Pact naval exercises off Northern Scandinavia. The report also claimed that N.A.T.O. planes were buzzing ships taking part.

At the time of the report, the Chichester was in Northern waters on fishery protection duties.

MANY SUCCESSES

For many years the training staff and the pupils have taken part in the various salons culinaires up and down the country, and their successes have been legion.

At Hotelympia, Bournemouth, Torquay, etc., they have competed in open competitions with the best chefs, both in the United Kingdom and the continent, and walked off with trophies, medals and commendations by the hundred.

Perhaps the most ungainly-looking aircraft to see action during the last war was the Fairey Barracuda. Produced in 1942 as a replacement for the Albacore, it was the first British all-metal, monoplane, torpedo-bomber built for carrier-borne duties.

Its unusual appearance was due to the Fairey-Youngman flaps, which were inclined 30 degrees for dive bombing, its high wing and tail plane, and a conglomeration of aerial masts, bombs, rockets, mines, torpedoes, etc., which hung from it like gifts on a Christmas tree.

STARTED IN 1937

The design work for the Barracuda started in 1937, and the first prototype, powered with a Rolls-Royce Merlin, flew on December 7, 1940. However, this was a critical period in the war and production was taken up with other types already in service.

It was not until May 18, 1942, then, that the first production Barracuda Mk. I took to the air. However, only 25 Mk. I's were built, as the Mk. II, with a more powerful Merlin engine, flew for the first time on August 17, 1942.

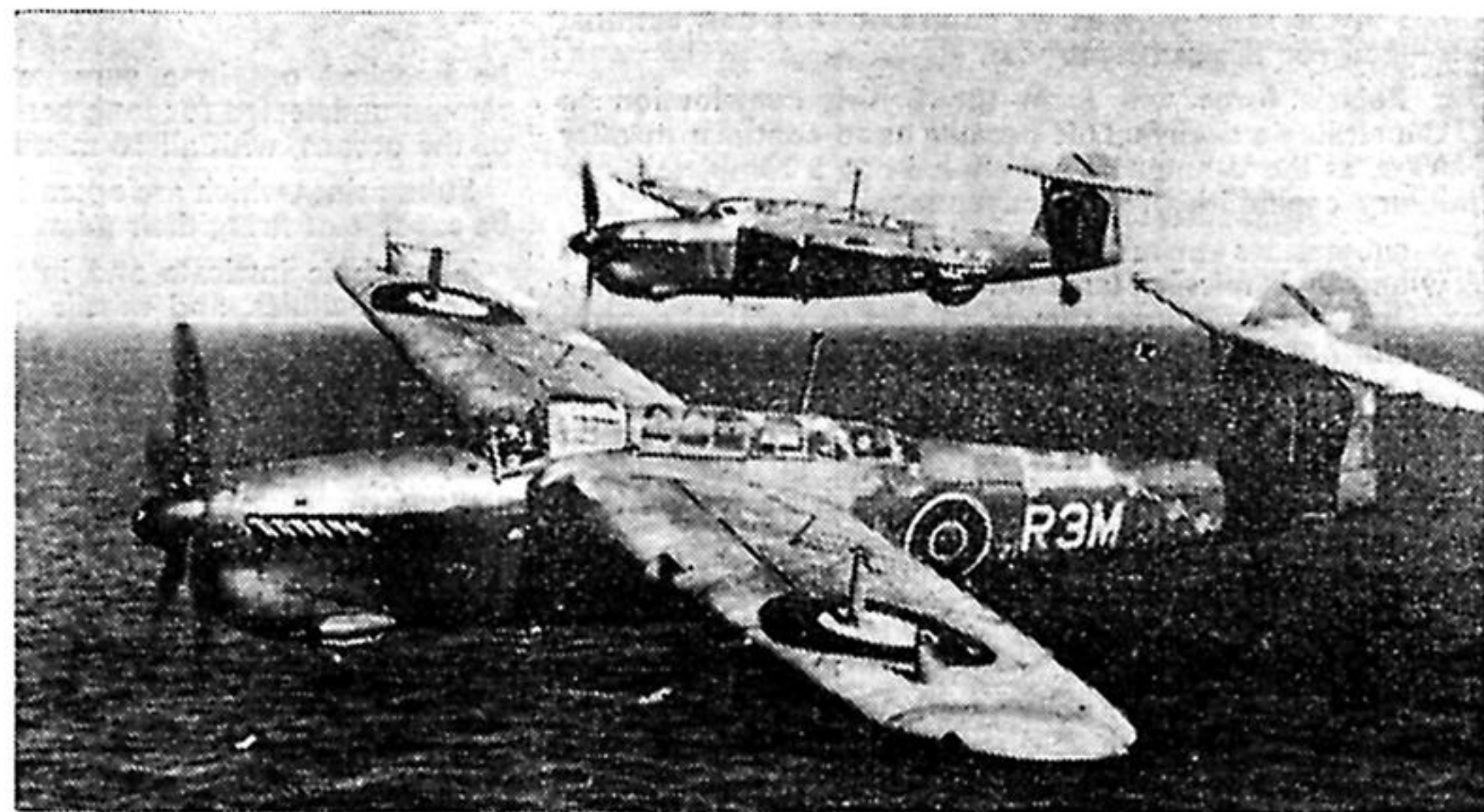
In 1943, the last wartime variant, the Mk. III, was brought out. This was essentially an anti-submarine reconnaissance aircraft, and had an A.S.V. Mk. X scanner in a radome under the rear fuselage.

FAMOUS ACTION

The Barracuda's most famous action was in April, 1944, when aircraft from Nos. 827, 829 and 830 Squadrons from H.M.S. Victorious, and No. 831 Squadron from H.M.S. Furious, attacked the Tirpitz.

Forty Barracudas, escorted by 84 fighters, dived between the steep sides of the fjord in two

'Ugly duckling' laid 'eggs' on Tirpitz



Fairey Barracuda II and III

waves. Fourteen direct hits, from 1,600 lb. and 500 lb. bombs were received by the Tirpitz, and because of the complete surprise gained in the attack, only three Barracudas and one fighter were lost.

Other actions in which Barracudas took part were anti-submarine patrols from escort carriers, the Allied landings at Salerno, and many actions in the Far East, including the

shattering raid on the oil tanks and the submarine base at Sabang, Sumatra.

Too late to see war service was the Barracuda Mk. V. This had a Rolls-Royce Griffon engine, and was produced in limited numbers after the war. The Mk. III's soldiered on after the war, and were finally withdrawn from front-line service in 1953, when they were replaced by the Avenger.

Of the 2,572 Barracudas produced, only one is known to be in existence. This crashed in the sea off Christchurch over 20 years ago, and was recently salvaged. Its remains are now on display at the Fleet Air Arm Museum at R.N.A.S. Yeovilton.

TECHNICAL DATA BARRACUDA I II III

Description: (Mks I and II). Three seat carrier-borne or shore-based torpedo-bomber and dive-bomber. (T.R. III)

Torpedo-reconnaissance aircraft.

Manufacturers: Fairey Aviation Co. Ltd.

Power Plant: (Mk. I) One 1,260 h.p. Rolls-Royce Merlin 30. (Mks. II and III) One 1,640 h.p. Rolls-Royce Merlin 32.

Dimensions: Span, 49 ft. 2 in. Length, 39 ft. 9 in. Height, 15 ft. 1 in.

Weights: (Mk. III). Empty, 9,407 lb. Loaded, 13,300 lb.

Performance: (Mk. III). Maximum speed, 239 m.p.h. Range, 684 miles with a 1,572 lb. torpedo; 1,125 miles with no bombs and 342 gallons of fuel. Service ceiling, 20,000 ft.

Armament: All marks had twin Vickers "K" guns in rear cockpit. (Mk. I): One 1,610 lb. torpedo or one 1,500 lb. mine below fuselage or four 500 lb. or six 250 lb. bombs below wings.

(Mk. II): One 1,620 lb. torpedo or four 450 lb. depth charges or six 250 lb. bombs. (Mk. III): One 1,572 lb. torpedo or four 250 lb. depth charges.

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A standing order for the supply of each new card on publication, for 12 issues, can be arranged on receipt of cheque or postal order for 12s.

Albums to hold 64 "Navy News" postcards are 10s. each (including postage).

Other aircraft in this series are the Walrus, Seafox, Skua, Albacore, Firefly, and Chance Vought Corsair.

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EXPLOSION TRIALS ON TWO OLD WARSHIPS

The Naval Construction Research Establishment, St. Leonard's Hill, Dunfermline, is using two Royal Navy ships now on the scrap list as targets in a series of explosion trials in the River Forth this summer.

The first ship to be tested in July, H.M.S. Roebuck, is a Type 15 anti-submarine frigate which was built and completed during the Second World War as a fleet destroyer, and later in 1951, converted to a fast frigate.

The second ship, H.M.S. Broadsword, which is to be tested in September, is a weapon Class destroyer, laid down in 1944, completed in 1948, and modernised as a fleet radar picket in 1958.

The trials, which are the responsibility of the Ministry of Defence (Navy), have been initiated by the Director of Warship Design, supported by Director General Weapons and executed by scientists of the Royal Naval Scientific Service.

JOINT TRIALS

They also form the second phase of joint trials within a Co-operative Research Programme between the British and U.S. Navies.

The first phase was carried out by the Naval Ship Research and Development Centre, Washington, when two U.S. destroyers were attacked and eventually sunk in deep water off the coast of Key

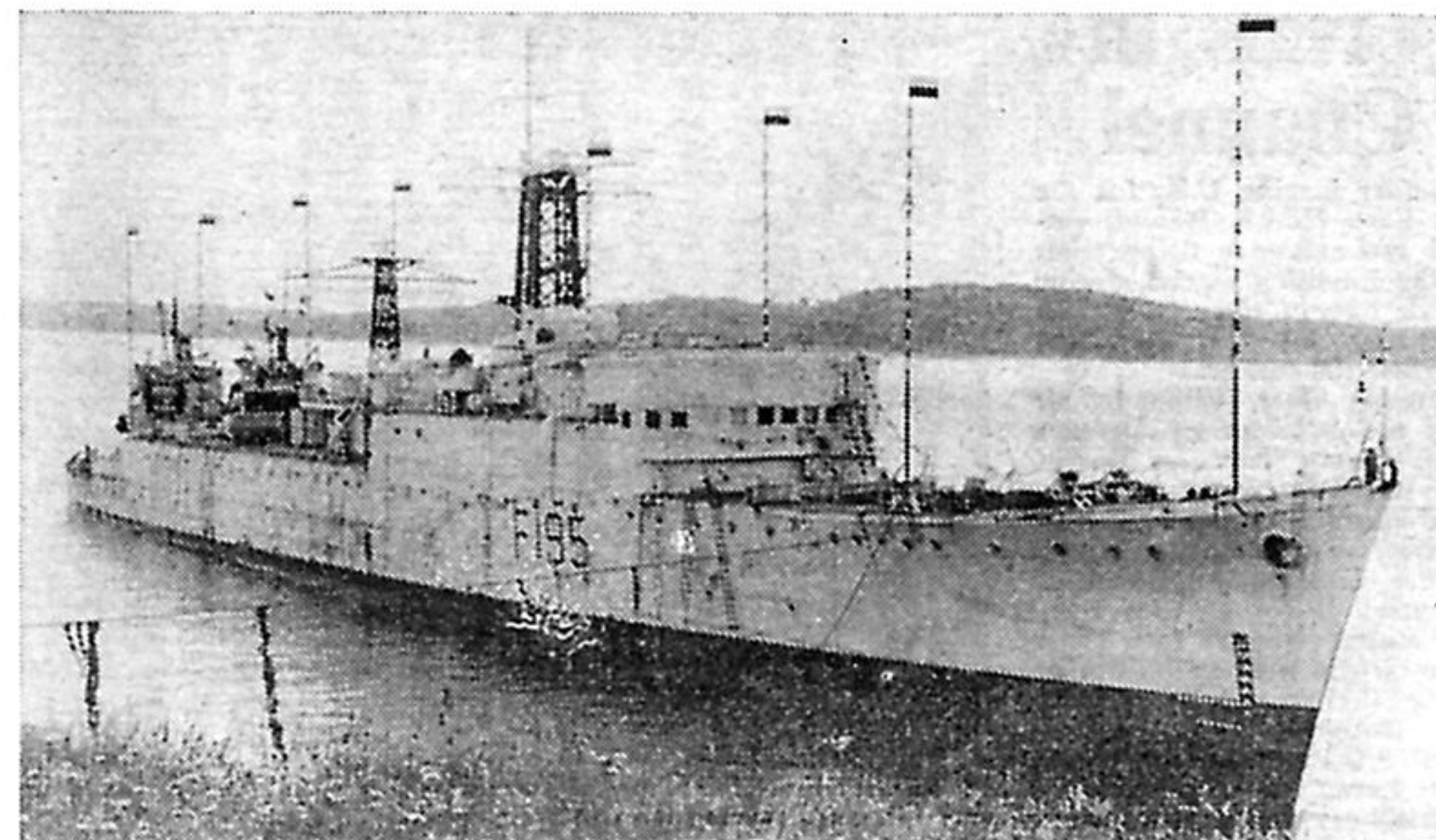
West, Florida, earlier this year. A British scientist attended the American trials and a U.S. representative will be present for the British tests.

The primary aim of the trials is to investigate the effectiveness of underwater explosions against destroyers, in an area where knowledge is presently

lacking. The results will be used primarily in the development of new naval weapons.

In order to achieve the objects of the investigation severe damage will be inflicted on the ships, and it is planned to beach the ships in shallow water on the foreshore in the Dalgety Bay area.

H.M.S. Roebuck beached at Dalgety Bay in the Firth of Forth after the first underwater explosion



H.M.S. Safeguard, the shore-based Boom Defence Depot attached to Rosyth Dockyard, will undertake the task of salvaging and refloating the ships for ultimate disposal as scrap.

Several explosions will be fired against each ship, although the number of shots and the duration of the trials will largely depend on the local tidal and weather conditions over the next three months.

The ships will be extensively instrumented to record the response of the ships to the effects of the explosions.

FILMS FOR THE FLEET

The lives of super dolls

What happens in the show-business world to super-successful women? In "Valley of the Dolls," Barbara Parkins, Susan Hayward, Patty Duke, and Sharon Tate portray the excitement, beautiful clothes, elegant restaurants, love, followed by exasperation and the use of drugs which can follow the pressure of stardom.

A couple of good Westerns, which will please lovers of gun and fist, are also among the latest pictures released by the Royal Naval Film Corporation for showing to the Fleet.

The full list is as follows:

The Way West—Kirk Douglas, Robert Mitchum, Richard Widmark. The story of the trials and tribulations of the members of a wagon train in the far off days of 1843. Spiced with sex this makes a very good Western. (United Artists.) No. 681

Will Penny—Charlton Heston, Joan Hackett, Donald Pleasance. An unusual Western combining dramatic punch, tough action and tension. (Paramount.) No. 682

Danger Route—Richard Johnson, Carol Lynley. An intricate spy yarn with a surprise twist. Good popular entertainment with an adroit blend of mystery, action, sex and humour. (United Artists.) No. 683

Carnival of Thieves—Stephen Boyd, Yvette Mimieux, Giovanni Ralli. Simple but humorous story of an ingenious bank robbery. (Paramount.) No. 684

Valley of the Dolls—Barbara Parkins, Susan Hayward, Paul Burke, Patty Duke, Sharon Tate. Adapted from a best seller, this show-business story contains mixture of several interwoven plots. Main ingredients are love and drugs. (20th Century-Fox.) No. 685

Trance-like pose by Sharon Tate (right) in "Valley of the Dolls"



MINERVA MEN'S PETIT PITON TASK

"Climb every mountain" is a familiar adage and perhaps it is the secret motto of that veteran buccaneer among naval gunnery officers, Lieut.-Cdr. "Doug" Pearce. For he it was who undertook to lead a party of conscripted "volunteers" from H.M.S. Minerva in a bid to climb the Petit Piton, a magnificent, towering volcanic cone rising almost sheerly from sea level to 2,461 feet near the town of Soufriere in St. Lucia.

With its slightly taller twin, the Gros Piton, these cones form one of the classic sights of the Carribean. The two mountains jut out starkly into the sky and challenge the adventurer who views their thickly forested and luxuriant slopes, and longs to discover the secrets of their sharply peaked summits.

DAUNTING TASK

Minerva had spent Whitsun weekend in St. Lucia's capital, Castries and was due to edge down the coast to Soufriere at a leisurely rate on Whit Monday morning.

Soon after dawn, four officers and five ratings set off from the ship in a fast motor boat heading for Soufriere. By 0800 they were in the foothills of the Petit Piton and ready for their daunting task.

It had rained recently. The route was pathless and horribly steep while the undergrowth and tropical forest reminded some of the Malaysian jungle.



Three stalwart guides, all bare footed, moved nimbly ahead of the team who staggered along in the thickest and toughest boots they had been able to find.

Prickly shrubs and trees, alarmingly loose boulders, sheer rock faces, slippery mud slopes—all were somehow negotiated. Foot after foot, up they went, hacking a path often through dense undergrowth with

machetes, while grime and sweat streamed down their faces, drenching their clothes. Resolves were hardened, wills steeled. Would it ever end?

But all good—and bad—things must come to an end and after two and a half hours of climbing the first aching, scratched and exhausted bodies emerged into the sunlight at the top.

Exuberant mountaineers who found room at the top in St. Lucia

They had made it. And the incomparably spectacular view was well worth all the effort. No god on Mount Olympus ever felt better; the water bottles contained nectar indeed.

A fire was lit and smoke signals made. Far below in the Bay of Soufriere a winking light from a tiny Leander frigate acknowledged.

The way down was, if anything, even harder and seemed longer than the ascent. In the end the mirage took shape and substance and, lo, at the bottom were rum punches to greet the mountaineers, by now consumed with fatigue and ready to drink a lake.

The last word perhaps belongs to Doug Pearce: "I have climbed Table Mountain, I have climbed Kilimanjaro—but this was the cruellest."

The climbers were: Lieut.-Cdr. Doug Pearce (of Plymouth); Lieut. Michael Clarke (Ringwood); Sub-Lieut. Jim Holder (Southampton); Mid. John Burch (Durham); LS John Bennett (Mansfield); AB William Richardson (Blyth); AB Richard Berry (Blendworth); AB Keith Robinson (Boston); and L Ck Kenneth Bradley (Derby).

Very special halfpenny as gift from Pellew

H.M.S. Pellew spent the week-end of July 5 to 8 at anchor off Teignmouth, successfully renewing a link forged in 1956 when the ship was adopted by the town.

The ship received a warm welcome both from the people of Teignmouth and the weather, which on Friday and Saturday was reminiscent of the Mediterranean.

In these pleasant conditions many of the ship's company took advantage of the pipe, "Hands to Bathe," a rare event in the Pellew, before setting off to enjoy the hospitality of the shore.

At night the ship's flood-lighting was much admired, and by day the local boatmen did a roaring trade taking sightseers out to the ship.

CAME THE RAIN

Steady rain on the Sunday did not dampen the enthusiasm of the ship's footballers, who took part in a five-a-side competition. Five local teams took part, and the competition was won by one of the Pellew teams.

H.M.S. Pellew's association with Teignmouth stems from the fact that Sir Edward Pellew (later Viscount Exmouth, Admiral of the Red), after whom the ship is named, had a house in Teignmouth during the latter part of his life.

Bitton House is now used as the council offices, and at a reception held in the chairman of the council's parlour, the commanding officer of H.M.S. Pellew (Cdr. A. J. Dunn)

offered to present a Pellew Halfpenny (dated 1797) to Teignmouth when the ship pays off next year.

At the end of the 18th century towns were allowed to mint their own coins to supplement the national coinage, and some of the naval-minded towns identified theirs with the head of a famous seaman of the day.

FOUND AT CHESIL

The coin now held in the Pellew was found on Chesil Beach a few years ago by a rating thought to have then been serving in another Type 14 Frigate of the Portland Squadron.

There is no record of his name. The Commanding Officer of H.M.S. Pellew would be pleased to hear from him.



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HOLBROOKE'S ROYAL VISIT

Queen Elizabeth The Queen Mother visited the Royal Hospital School, Ipswich, on July 15, to present the Queen's Banner to replace the King's Banner which was presented by King George V 50 years ago.

The Queen Mother was met by Dr. David Owen, the Parliamentary Under-Secretary of State for Defence for the Royal Navy and Chairman of the School Management Committee, the Headmaster and his wife, Mr. and Mrs. N. A. York, and the members of the Management Committee.

Also in attendance was

Admiral Sir Varyl Begg, Chief of the Naval Staff and First Sea Lord.

At the ceremony the Queen Mother was received with a royal salute and inspected the guard of honour. Then, on behalf of the Queen, she presented the school with the Queen's Banner to the Head Boy, Edwin Newman.

The banner was trooped, and this was followed by a march past of the guard and the school. In honour of the Queen Mother, to mark the end of the parade, the guard fired a "feu-de-joie."

At the prize-giving ceremony, the Queen Mother unveiled a

commemorative mahogany plaque which will be placed on the wall of the school's new sixth form common room.

The Queen Mother, in her speech in conclusion, recalled the deep interest which her husband had always taken in the Royal Hospital School, stating that it had given her a great thrill to see the boys on parade in the uniform of the service of which her husband was so proud.

The Head Boy thanked the Queen Mother on behalf of the school, and presented her with a framed picture of the late King George VI laying the foundation stone of the school in 1928.

'Rescued' branch plans big day

September 29 will be a proud day in the annals of the City of London branch, especially to some of the "old stalwarts" of the Central London branch.

Four years ago Central was on the point of going out of commission, but the "old stalwarts" begged for one supreme effort to save the branch.

New committees were formed, the name was changed from Central London to City of London, and a new standard was acquired, together with a standard bearer's sash complete with the coat of arms of the City of London.

Dinner dances, buffet dances and socials were re-started, and new members, both full and associate, came along.

The September date is the climax, for on that evening, in the crypt of St. Paul's Cathedral, the new standard is to be dedicated.

The branch chaplain, the Rev. Thomas Barton McKee, Minor Canon of St. Paul's, will conduct the ceremony, and an address will be given by the Rev. W. Atkins, Vicar of St. George's, Hanover Square.

The Royal Marines Band of the Commander-in-Chief, Western Fleet, will be present, and the salute will be taken by the commanding officer of H.M.S. President, Capt. A. H. Spratt-Kerswill, R.N.R.

After the service the parade will march to the Drill Hall of the Royal Signals, near Finsbury Square, for refreshments.

As the crypt can hold only about 250, guests have to be



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limited, but all branches of No. 1 Area have been invited to attend.

Port Talbot

When H.M.S. Keppel, H.M.S. Duncan, and H.M.S. Odin visited Port Talbot in June, the ships' companies were the guests of the Royal Naval Club at a farewell dance and buffet.

During the evening crests of the ships were presented to the club.

The visit of the ships was a huge success. On one day devoted to a "sea demonstration," 100 schoolboys were taken to sea.

Wear outings

Three coaches were required when the members of the Wear branch gave their annual outing to the senior members of the branch, their wives, and widows of late members.

The number of guests was 109 and, on this occasion, the company was taken to York.

Arrangements were made by the main and welfare committees, led by Shipmates T. White (chairman) and T. Bland.

On June 15 Ch.M(E) Edward Baharie, late of H.M.S. Albion, visited the branch in search of an old shipmate, Gordon Gibson, whom he had not seen for 16 years, but had heard of him through "Navy News."

Ch.M(E) Baharie was delighted with the warmth of the welcome he received and was impressed with the Wear premises—"the finest I have ever visited during my travels," he said.

Held a barbecue

Instead of a meeting in June, the members of the Newton Abbot branch held a barbecue in the grounds of Cator Court.

During the afternoon General Sir Robert Sturges, their host, visited the party, supplying the necessary spirit to "splice the main-brace."

In the evening the party accepted an invitation from the Bovey Tracey AFC for darts and a sing-song.

The Newton Abbot branch lost one of its newest members on June 18. He was Shipmate Horace Ellis, an ex-CPO, who had left the Service only one month before his death after 27 years.

CPO Ellis left the Service from H.M.S. Raleigh, and it was he who made the arrangements when the branch visited that establishment earlier in the year.



West Ham's officers receiving presents from the various groups of the German Marine Bund

GERMAN VISIT TO WEST HAM

The West Ham branch carried out one of its most successful enterprises over the Whitsun holidays.

Branch members and their wives had paid two visits to Germany as the guests of the German ex-naval men (Deutsch Marine Bund), and on June 2 and 3, 50 members of the German organisation visited West Ham.

The group included survivors of the Bismarck and a mine-sweeper group, and also men from the First World War.

Shipmate R. Gunner (branch



Gosport extension to headquarters

"We have headquarters of which any branch could justly be proud—a testimony to the vision and determination of the members of the branch."

So said the Gosport branch president, Vice-Admiral Sir John Lancaster, when he introduced Mrs. E. G. E. Grace on the occasion of the opening of extensions to the Gosport headquarters.

Sir John said that the transition from the early days of the branch, when meetings were held in any "pub" room which

could be hired cheaply, to the splendid premises of today was the result of hard and patient work over a score of years by many dedicated men.

He recalled the invaluable help and advice of Admiral Sir William Agnew and Admiral Grace, and the continued interest in the branch by Mrs. Grace after the death of her husband.

The extensions consist of an addition to the lounge, a new foyer with cloakroom, and a modern centrally-heated flat as accommodation for the steward and stewardess. There are various other small improvements.

Sir John, who is the local secretary for the Cancer Relief Fund, was presented with a cheque for £20. This cause has been supported by the Gosport branch since August, 1966, and a total of £645 has been donated.

No. 1 area dinner

The Lord Mayor of the City of Westminster, accompanied by the Lady Mayoress, was present when No. 1 Area held its annual dinner.

The presentation of an inscribed tankard to the ex-area chairman, Shipmate Alf. Wootton, was kept a secret, right up

to the last moment, as was the bouquet presented to his wife, Mrs. Alice Wootton.

The president of No. 1 Area, Shipmate George W. Nixon, says he was extremely gratified by the success of the evening—his first social occasion since taking office.

Dorking loss

Shipmate W. Burgess, president of the Dorking branch, died on July 9. Towards the end of the Second World War, he was the Fleet Mail Officer of the British Pacific Fleet.

Cemetery plan

It will be remembered that Shipmate Geoff Wingrove, of the Durban (Port Natal) branch, visited the old Naval Cemetery at Simonstown, and was distressed at its state. His concern was mentioned in "Navy News."

Shipmate Wingrove has now received a letter from Commodore J. W. D. Cook, the Senior British Naval Officer, South Africa, stating, among other things, that the cemetery is to be converted into a Garden of Remembrance.

The South African War Graves Board is at present making a survey of the names of every person buried in the cemetery. The Board will decide on the lay-out of the garden, and the re-siting of the many magnificent headstones and monuments.

Commodore Cook also said that the combined Cape Peninsula Shellholes of the MOHS (Memorable Order of Tin Hats), an ex-Service organisation on the lines of the British Legion, had devoted a day clearing up the cemetery.

Working parties from visiting H.M. ships had also assisted.

Repulse memories

Your article in the June issue re Darby Allen meeting old shipmates was of special interest to me, writes Ex-Ldg Sig E. S. Standing, Ashford branch secretary.

I also wrote to Darby after reading in last October's issue that he would like any old signalmen who served with him in H.M.S. Repulse 1921-22 to contact him.

We have corresponded since, and had a reunion in London with another old shipmate, Signalman J. Armistage.

REUNIONS

Harwich Naval Force Association (1914-1918), October 8 at the Victory Ex-Services' Club, 63/79 Seymour Street, London, W.2. Details from the Secretary, Mill Cottage, Belchamp, Wiltshire, Wiltshire, Wiltshire.

The Portsmouth Royal Marines Ex-Buglers' Dinner Club, R.M. Barracks, Eastney on October 19. Anyone who has not attended before can obtain details from the Secretary, H.M.S. St. Vincent, Gosport.

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WATNEYS RED BARREL

Took brother to sea

The 'News' Diary

NAVY NEWS AUGUST 1968

17



Ashore with his camera when his ship, H.M.S. Eagle, was at Capetown, Naval Airman James Herbert Walker, of Bradford (Yorks) found himself "in the picture" while feeding a grey squirrel in Kirstenbosch Gardens

Rare decoration for gallantry

For leading his Arab troops through three ambushes within four hours in the Oman desert last January, the son of the Commandant General of the Royal Marines, Capt. Ewen Tailyour, R.M., has been awarded the rare decoration of the Bravery Medal for Gallantry of His Highness the Sultan of Oman.

Capt. Tailyour, who had been seconded from the Royal Marines to the Sultan's armed forces, is now serving with 45 Commando.

The citation speaks of his "extreme coolness and determination" in the face of the enemy, and says that "his inspiration and example undoubtedly brought the Arab soldiers, nearly all of whom had less than nine months' service, through some trying experiences."

Pier drama

Taking his first swim in the



OS Dennis Charlton

sea came about in dramatic circumstances for 18-year-old Dennis Charlton, a trainee submariner from H.M.S. Dolphin, who leaped 25 feet into the water from Brighton Pier to help in saving a swimmer who was in difficulties.

Dennis, who comes from Stoke-on-Trent, worked as a painter and decorator before joining the Navy in 1966. He went first to H.M.S. St. Vincent where he learned to swim.

He was on a visit to Brighton with his girl-friend Beverley Crockford, of Portsmouth, when they came across a crowd watching a man floundering in the water. Without hesitation, Dennis and another youth jumped in.

Mountain rescue

Courage and outstanding effort in the Scottish mountains has resulted in a Commendation by the Flag Officer Naval Air Command, Vice-Admiral Gibson, for Aircraft Artificer 3rd Class James Hogan, at present in the final year of his apprenticeship at H.M.S. Concor.

Artificer Hogan led the climb up a difficult rock face to reach an injured man, and helped in getting him strapped to a stretcher and in negotiating the descent back down the mountain to safety.

Though it is not unusual for soldiers to go to sea with the Royal Navy, there was a special family occasion about a trip aboard the guided-missile destroyer, H.M.S. Hampshire.

Petty Officer Roger Goodman, a torpedo anti-submarine aircrewman serving in the Hampshire, obtained permission for his brother Peter, a military policeman with the Army at Tidworth, to join the ship when she sailed for a week's visit to Malmö (Sweden).

Another soldier aboard the Hampshire is serving with the Navy. L/Cpl. Paul Sealey, of the Royal Hampshire Regiment, is the ship's bugler. The ship and regiment maintain a close liaison, and when a Royal Marine bugler was not available, the regiment came to the rescue.

'Special' wings

A midshipman presented with his helicopter wings at a passing-out parade at the R.N. Air Station, Culdrose, had special reason for jubilation.

He was Midshipman David Henry Spencer Morgan, aged 20, of Sittingbourne (Kent), who four years before had a hole-in-the-heart operation, the condition having been detected when he went for his interview at Dartmouth.

At the ceremony to congratulate him was his father, Lieut.-Cdr. I. H. S. Morgan, who was a pilot in the Fleet Air Arm during the war. David's 18-year-old sister Frances, an Air Ranger, was also present.



The family claims to be descended from the buccaneer Sir Henry Morgan.

Navy, Nicholas was at the Royal Hospital School, Holbrook (Suffolk), where his brothers are still attending.

PO Roger Goodman and his soldier brother Peter
Picture by PO(Phot) D. Morris

His gold award

Nicholas Robert Macey, serving in H.M.S. Daedalus as an artificer apprentice, went to Buckingham Palace on July 8 to receive his Duke of Edinburgh Gold Award.

Prior to joining the Royal



AT ROSYTH NAVY FAIR

Girl in the sailor's hat is R.N.R. Wren Pamela Stuart, of Aberdour, attached to H.M.S. Scotia, M.H.Q. Reserves Scotland. Pamela was at Rosyth's Navy Fair and smilingly agreed to brighten up some shots for the local press.

No decision has been reached on the future of the ship.

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Clean sweep by Air Command field gun crew

During the long months of muck and sweat, during the hours of hard grind and toil, competitors in the Field Gun crews must have asked themselves—"Is it worth it?"

The answer, for the Fleet Air Arm team at any rate, came last month, when it repeated its success of 1966 and won all three trophies—the Inter-Command Championship, the Fastest Time Trophy, and the Aggregate Time Trophy.

The Air Command also won the Copenhagen Cup, competed for by the "B" teams before the Royal Tournament, thus making a clean sweep.

When the victorious team

returned to H.M.S. Daedalus on July 15, Vice-Admiral Sir Donald Gibson, the Flag Officer Naval Air Command, took the salute, and congratulated the team.

At a celebration in the ward-room mess, Rear-Admiral C. B. Pratt (ret.), who has always been interested in the crews' efforts, said: "I am particularly proud of you because I think it is

continued in column 3

CHEERS FOR H.M.S. EAGLE



Picture by LA(Phot) W. J. James

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ARRIVAL AT DEVONPORT

Families thronged the jetty and cheered as the aircraft carrier H.M.S. Eagle arrived at Devonport Dockyard on June 18 after 10 months in the Middle East and Far East.

"Just trying dad's cap for size" was three-year-old Robert (left), son of L/Sea Alan Gabb and his wife Alison.

With so many families and so many pictures, it is excusable to find one with the caption missing. But "mum and the boy" in the photograph below seemed so typical of the occasion that it seemed a shame not to print it.



A-sub wives go on 'don't worry' voyage

Twelve naval wives and children, families of officers and men in H.M.S. Valiant, were taken to sea during the nuclear submarine's eight-day visit to Portsmouth.

During the trip they spent an hour submerged.

Cdr. Robin King, commanding officer of Valiant, whose schoolboy son was among the party, said they were trying to break down the prejudice against atomic submarines.

"Some of our families seemed to think we were dealing with

a black art," he said. "Everyone imagines we are a wandering bomb, but of course Valiant is no more a bomb than a nuclear-power station."

"The wives' visit helped to dispel fears. They left saying they had thoroughly enjoyed the trip."

"Probably it was an eye-opener to many of them to discover the high degree of comfort on board, and to realise that we are all perfectly safe."

continued from column 2

absolutely essential at the present time that the Fleet Air Arm shows it can do anything better than anyone else—including getting a gun across a chasm in what is not necessarily the most up-to-date way."

Air Command won the Inter-Command championship by 30 points to Devonport's 23 and Portsmouth's 18.

The Fastest Time Trophy was won in 2 min. 53.9 sec. Aggregate times were: Air, 48 min. 58.4 sec.; Devonport, 50 min. 35.6 sec.; and Portsmouth, 54 min. 0.8 sec.

COMMISSIONING OF ROTHESAY

On completion of a two-year major modernisation, the anti-submarine frigate H.M.S. Rothesay (2,500 tons) recommissioned at H.M. Dockyard, Rosyth, on July 6.

The Rothesay, which is commanded by Cdr. D. J. Bradby, has been equipped to operate a Wasp anti-submarine helicopter armed with homing torpedoes. She has also been fitted with "Seacat" surface-to-air guided missiles.

BARROSA'S CALL TO A POLICE JOB

While those aboard H.M.S. Barrosa were beginning to count the days and hours to the scheduled arrival at Devonport on July 25, the ship was asked to provide a team of divers to assist Nairobi Police in their search for a drowned man.

A V.L.P. aircraft was laid on, and somehow it managed to stagger into the air with its heavy load of five divers and their equipment.

The pilot kindly agreed to make the flight low level, which gave an excellent opportunity for spotting the game. Elephants, rhino, gazelles, and giraffe were easily picked out.

After a night in a comfortable hotel the divers were driven 40 miles to the Fourteen Falls just outside Thika, and on Kenya's largest river, the Tana.

The falls are a scaled-down Niagara, in the form of a large crescent, a quarter-of-a-mile across. They formed an impressive setting for the film



"King Solomon's Mines."

As the river was in spate, the 14 falls had merged into one great mass of water, which tumbled 40 feet, throwing up a vast cloud of spray above the level of the falls themselves.

The victim had been swept over the falls and into the maelstrom beneath. Prospects of diving in that area were daunting to say the least, but a search was made in the relatively calm pools around the falls. No clues were found, and the search had to be abandoned

when the river rose even higher as recent rains took effect.

It was a challenging day, though it was unfortunate that the team could not have been of greater assistance. However it was an interesting break from ship's routine.

No member of the team suffered from insomnia that night, and they were all fresh and rested for the comfortable return flight in the Cessna which had just been used to fly Dr. Hastings Banda round Kenya during his state visit.

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PRF 23/4E

F.A.A. ratings to get first volunteer release call in two months

Assurance of no overall surplus of General Service ratings

Redundancy forecast

SOME ADJUSTMENTS AS PLANNING PROGRESSES

In February, the Admiralty Board said it was hoped to promulgate in July a closer estimate of the redundancy programme. This message gives the best forecast the Board can make at present, and is based on the statements of Government defence policy published in White Papers in February, 1968, and July, 1968.

These statements cover the period between now and 1973, by which time the withdrawal from east of Suez and the phasing out of the aircraft carriers should have been completed.

As the end of this period is still nearly five years away, it is impossible at this stage to give precise figures for redundancy, and some adjustments to the number given in this message may be needed as planning progresses.

Keeping balance

In making the present forecast the Board have had to consider not only the future size

of the Fleet and the extent to which personnel can be transferred and retrained, but also the need to preserve branch structures which are properly balanced by age and rank.

The message is divided into three sections. Section A outlines the general policy for redundancy. Section B deals with officers, and Section C with ratings.

SECTION A - policy

Redundancy discharges will be kept to the minimum consistent with effecting the rundown.

No one joining the Navy between April 1, 1968 and April 1, 1973, will be considered for redundancy except possibly a few air traffic control officers. No one promoted to officer between the same dates will be declared redundant.

Volunteers will be called for, but if these are insufficient or unsuitable for any reason (for example because of wrong seniority or length of service) then officers, ratings and R.M. other ranks will have to be detailed for redundancy. Volun-

teers who are not selected will be so informed.

Wherever possible, a year's notice will be given to those selected for redundancy, but officers, ratings and R.M. other ranks, once they have been selected, may be allowed to leave earlier if they so desire and can be spared without detriment to the Service.

Those being discharged redundant will be posted to U.K.-based service billets for as much of their final year as practicable.

Where it would be in the interests of the Service, officers, ratings and R.M. other ranks in surplus categories will be given the opportunity to change branch or sub-specialisation.

Resettlement

The redundancy programme and the selection of personnel to be made redundant, are being organised in the Ministry of Defence (Navy Department).

All officers, ratings and R.M. other ranks nominated for redundancy will be given a personal resettlement interview if they so wish.



"The only vacancy I have at the moment is in the recruiting field. Would that appeal to you?"

D.C.I. 2/68 gives information about resettlement and retraining facilities. Those thinking of volunteering for redundancy are strongly advised to study this D.C.I. and seek any further guidance from their resettlement officer.

Section B - Effect on officers

Redeployment. Every effort is being made to offer to officers who become surplus to the needs of their own category transfer into other specialisations or sub-specialisations.

Transfers will not be made unless there will be reasonable career prospects and suitable employment in the new category.

Limited opportunities of transfer to the R.A.F. will also be available to fixed-wing pilots in the rank of lieutenant-commander and below (GL) and (SL) and air traffic control officers.

These schemes have been and will continue to be published in D.C.I.s as they are evolved.

Even after these steps have been taken, it will be necessary to make some officers redundant. The following is the best estimate that can be made at present of the number of officers likely to be affected:

Captain—15 seamen, 10 engineer, 10 supply.

Commander—50 seamen, 20 supply, 30 mechanical air engineer (this figure excludes about 20 commanders (MAE) whom it is hoped will redeploy under D.C.I. (R.N.) 301/68).

Lieutenant-commanders and below (GL)—As far as can be seen at present there are unlikely to be any redundancies among lieutenant-commanders and below in the engineering and supply specialisations, or among seamen lieutenants. A surplus of seamen lieutenant-commanders will, however, arise after the completion of fixed-wing flying and on present estimates it will be necessary to make about 100 redundant. This redundancy will so far as practicable include volunteers from the seaman specialisation as a whole.

Lieutenant-commanders and below (SL)—As far as can be seen at present there are unlikely to be any redundancies among Supplementary List sea-

men, engineer, and supply lieutenant-commanders and below, after the completion of fixed-wing flying. There will be an estimated surplus of 100 lieutenant-commanders (SL) and lieutenants (SL) fixed-wing aircrew. The numbers to be made redundant will depend upon how many SL officers take their break-points between now and 1973, and how many are willing and suitable for retraining in other categories.

Air traffic control officers—On present plans about 30 officers will have to be made redundant. The ultimate future of this branch has not yet, however, been decided.

Special Duties List—Seamen 20 (AV), 40 other seamen sub-specialisations; supply 25; air engineers 30 (AE) 100 (AL) (AR) and (AO); engineer 90 (O) (RE) and (L). These 90 General Service redundancies will arise because of the reduction in General Service billets afloat and ashore which will occur with the cessation of fixed-wing flying.

Instructor officers—It is expected that about two instructor captains, seven instructor commanders and 40 instructor lieutenant-commanders will be made redundant. A few instructor lieutenant-commanders will be made redundant in 1970.

Wardmasters—It is expected that about six officers in the Wardmaster Branch will be made redundant.

Royal Marines—There will be few, if any, officer redundancies in the Royal Marines and the total is not expected to exceed 12. These would be in the ranks of major and captain.

Other officers—There are unlikely to be any redundancies among medical, dental, shipwright, chaplains, nursing officers of the Q.A.R.N.N.S., Careers Service lieutenants and W.R.N.S. officers.

Redundancy of officers will be in two phases.

Phase 1 from October 1, 1970 to December 31, 1970. It may be necessary to discharge a few officers during this period.

Phase 2. The main redundancies will be effected between April, 1971 and April, 1973, the bulk towards the end of the period.

A D.C.I. will be issued in October, 1968, detailing the categories and seniorities of officers from whom applications for phase 1 will be invited.

No notation will be made on the records of applicants who are not selected for redundancy, and the fact that they applied will have no effect on their subsequent naval careers.

Applications for phase 2 will be invited in a D.C.I. (R.N.) to be published early in 1969.

Notification

Applicants for redundancy will be notified whether or not their applications are accepted about two months after the closing dates for applications. This will allow time to give all officers about 12 months' notice before they leave the Service.

Principles which will be applied

So far as practicable, redundancies will be made from officers who are volunteers. The overriding principles, however, will be that

(a) Officers remaining must constitute a cross-section appropriate to the needs of the Service.

(b) The career prospects of officers remaining in the Service must be safeguarded.

Promotion

After nomination for redundancy, officers will no longer be eligible for selective promotion. Automatic promotion will continue after nomination for redundancy.

Sub-lieutenants (SD) who have been nominated for redundancy will be eligible for promotion to lieutenant on their final shot in the zone (subject to recommendation) if they are still serving on that date.

Retirements

Officers who withdraw their applications to retire voluntarily so that they may be considered as volunteers for redundancy and are subsequently not nominated for redundancy must re-apply for voluntary retirement if they still wish to leave the Service.

The basic date of this new application will be the date of volunteering for redundancy. Compassionate discharge will continue under normal rules.

Before redundancies start, the voluntary retirement waiting period for all engineer officers will be progressively reduced to the normal period of about two years (D.C.I. R.N. 39/68, para. 4). A D.C.I. is being published on this development.

Wrens, and nurses of Q.A.R.N.N.S.

There will be no redundancy in W.R.N.S. ratings and Q.A.R.N.N.S. nurses LEP.

SECTION C - RATINGS

Transfers from the Air Arm?

There will be no overall surplus of General Service ratings, including those in the Submarine Service. Redundancy will, however, be necessary for Fleet Air Arm ratings and probably for some Royal Marines other ranks.

There may be opportunities for volunteers to transfer from some Fleet Air Arm branches to General Service after 1970.

Normal arrangements for re-engaging will continue, but men whose engagements expire before April 1, 1973, and who do not re-engage, will not be eligible for redundancy.

D.B.P. cases

Ratings and other R.M. ranks who have applied for discharge by purchase may, provided they simultaneously withdraw their discharge by purchase application, volunteer for redundancy and take their chance whether they are selected or not. Compassionate discharge will continue under normal rules.

Volunteers who are accepted and those detailed for redundancy will be treated in the same manner. They will continue to serve under normal conditions, e.g., receive promotion, advancement, pay, etc., between the date of their selection for redundancy and their final discharge.

However, they will not be put on higher training courses without the prior approval of the Ministry of Defence (Navy Department).

Two stages

F.A.A. redundancies will be made in two stages.

The first stage will occur between October 1, 1970 and December 31, 1970. The second and larger will occur between January 1, 1972 and March 31, 1973.

First stage redundancy will consist of roughly 750 men of all Fleet Air Arm branches and rates, with the exception of naval airman (Met) branch, naval airman (SE) branch, naval airman (phot) branch, chief artificers and chief mechanics all trades.

A D.C.I. will be issued on September 28, 1968, calling for F.A.A. rating volunteers for premature release under redundancy terms for the first stage starting October 1, 1970.

Applications called for in the September, 1968, D.C.I. will be required not later than December 31, 1968. This means there

will be only three months in which to decide whether or not to apply.

The second F.A.A. redundancy will probably total about 3,000 men and may include all branches. A further D.C.I. will be issued in the second half of 1969 giving details of this redundancy and of arrangements for transferring to certain General Service branches.

Royal Marines

There will probably be about 250 other ranks including Band Service to be made redundant. This redundancy will not occur before 1971. An announcement will be made as soon as numbers can be forecast accurately, but this is unlikely to be before mid-1969.

L.E.P. Divisions

The general policy for the rundown of the Malta, Singapore and Goan divisions has already been promulgated.

The Hong Kong Port Division will remain at about its present authorised strength until 1972 when there will be reductions in the cook and steward branches.

Detailed rundown policy for all LEP divisions will be promulgated through the local commands concerned.

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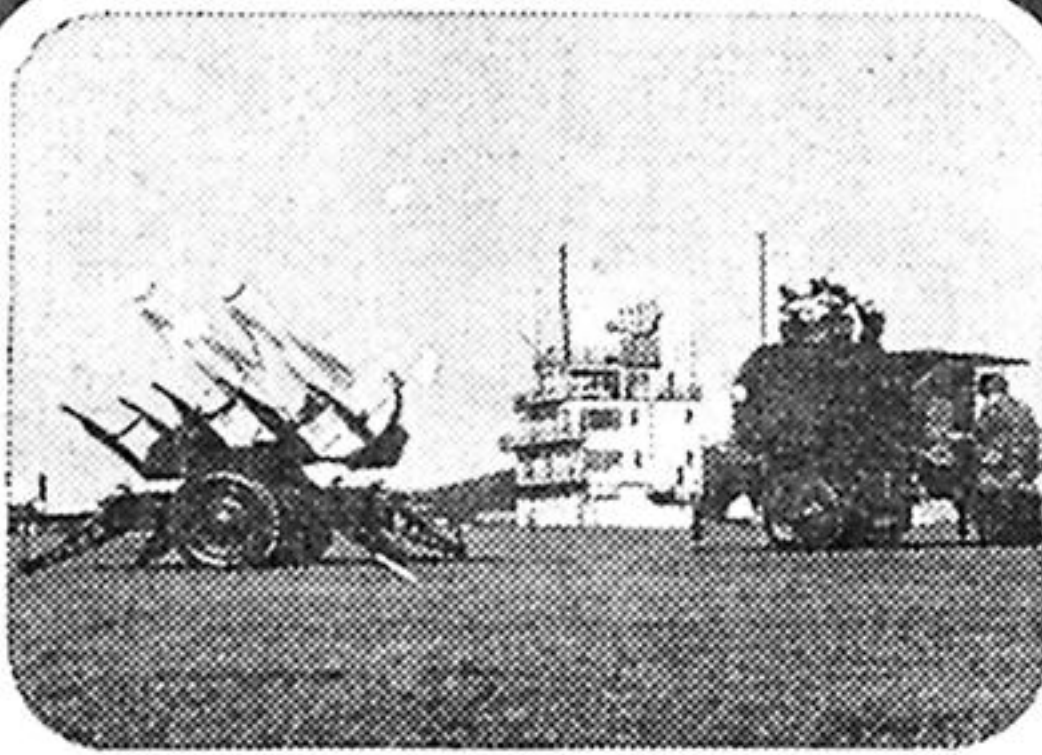
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Applications to Mrs. B. Brigden, Personnel Officer, The Marconi Co. Ltd., Basildon, Essex (Basildon 22822).

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H.M.S. ACHERON'S CAKE



Mrs. D. W. Mitchell, wife of the commanding officer, cutting the cake at the recommissioning of H.M. Submarine Acheron, at Rosyth on July 4.

The present Acheron (1,380 tons) is the eighth ship to bear the name. She was launched at Chatham on March 25, 1947, and completed on April 17, 1948. She was modernised in 1957, streamlined in 1961, and completed an extensive refit at Rosyth Dockyard this year.

H.M.S. Acheron is primarily a long-range patrol submarine. Her main armament consists of six torpedo tubes, four forward and two aft.

Boar-hunt 'bag' included a cow

When H.M.S. Alcide returned to Portsmouth on June 27 she had been away from her home port nearly 11 weeks. The gale that greeted her in the Channel, unusual even for an English June, was a marked contrast to the Mediterranean where the previous two months had been spent.

In between exercises the Alcide called at Gibraltar, Malta, Piraeus (the port of Athens), Izmir in Turkey, Souda Bay in Crete, and Kalamata in Corinth.

As well as sampling the local waters, of which ouzo was the most deadly, recreation ashore included some memorable "bomb-site runs" to the Acropolis in Athens, and to Ephesus in Turkey, which must have been a wonderful run ashore 1,900 years ago.

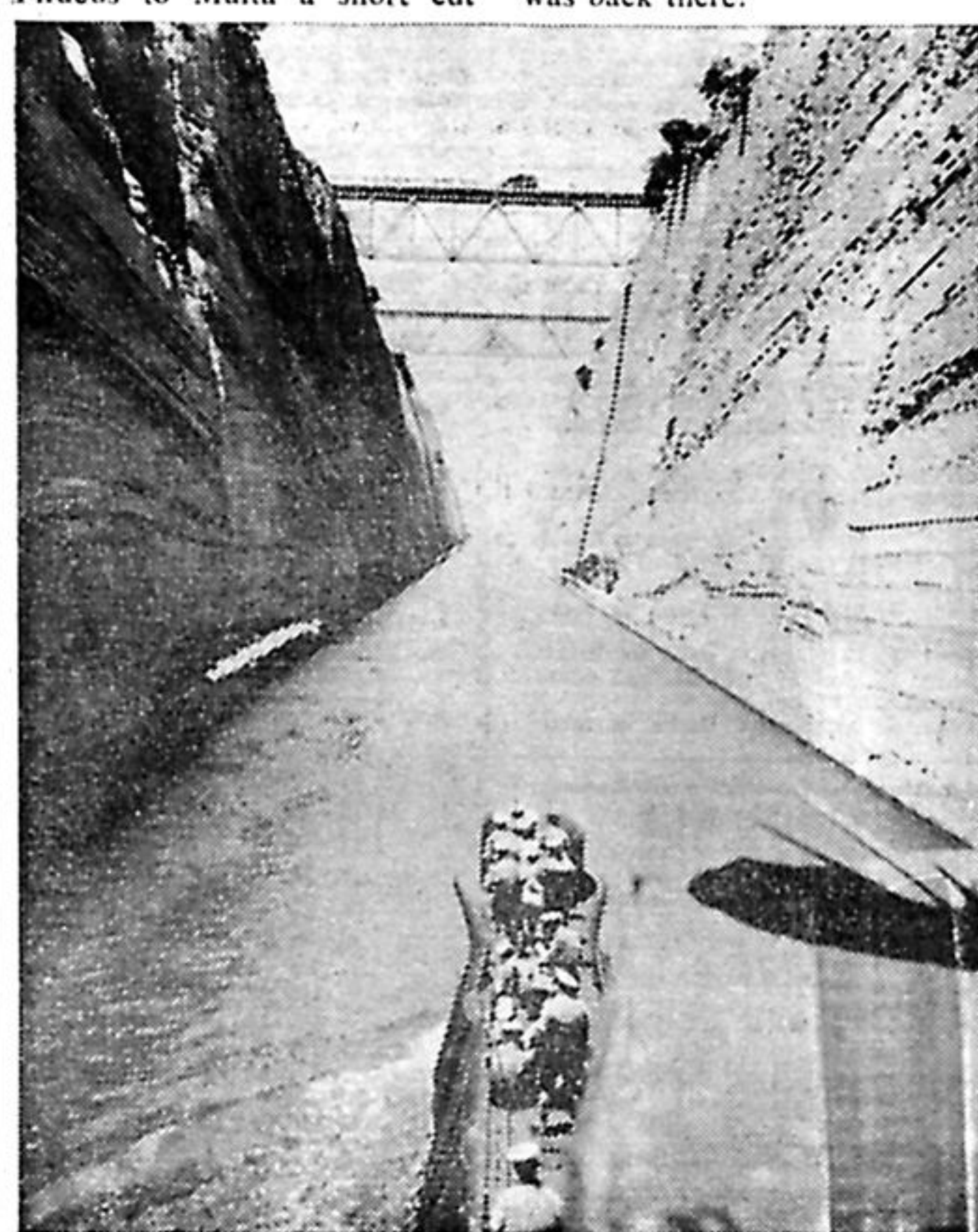
For the very brave, or very foolhardy, there was boar hunting in Izmir where the bag included a cow that was being milked at the time!

On the way home from Piraeus to Malta a short cut

was taken through the Corinth Canal, which is three miles long and only 80 feet wide, an interesting trip, followed in the Gulf of Corinth by some of the most beautiful scenery in the world.

The trip back from Gibraltar to Portsmouth was enlivened by the presence of an officer and six other ranks of the Queen's Own Hussars who, having hitched down to the Rock in H.M.S. Naiad, and failed to get a lift back with the R.A.F., learnt a thing or two about how the other half lived!

Passing through the Bay of Biscay their sergeant, a Pole who had spent part of the war in a Russian prison camp, announced that he wished he was back there!



H.M.S. Alcide in the Corinth Canal

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Diana party's 'skill and gallantry' wins recognition

At divisions on Sunday, while H.M.S. Diana was on Beira patrol, the first lieutenant, Lieut. - Cdr. Teague, marine engineer officer, Lieut. - Cdr. Darley, and three engine-room ratings, POME's Hornby and Doigne and IM(E) White, were presented with the Commander-in-Chief's commendations by the commanding officer (Cdr. J. T. Tomlinson) for their skill and gallantry during the salvage of the 33,000-ton Spanish tanker Bahia Gaditana in the Mediterranean in January.

A party boarded the tanker loaded with oil from Russia and fought a severe fire in the engine room. It had been burning 18 hours by the time the Diana party got on board, and took 10 hours to extinguish and save the vessel.

SHARK NECKLACE

P.O. Bates of H.M.S. Diana now sports a fine shark's tooth necklace as a result of "filleting" a 9 ft. 170 lb. grey nurse shark caught by A.B. Taylor when the ship was on its first day of a Beira patrol.

During a week in Mombasa many were able to "get away from it all" for a few days to the well-appointed N.A.A.F.I. leave centre at Silversands, while others went inland on safari.

The ship is now full of wooden animals and carvings, but there is some wondering at the significance of a Masai shield and spear in the T.S.

Back to Beira again, and "Private Di," the ship's newspaper, celebrated its 21st edition. With

due ceremony the Captain presented a cake to the editors and staff.

TO SINGAPORE

Lots of dog-watch games were held on the upper deck, the wardroom won the shooting competition, and the ship's company were looking forward to a concert soon to be held.

The Diana will be going to Singapore to meet the Fleet for a few days exercising before entering the dockyard for a short period.

Earlier in the commission, at Gibraltar, Midshipmen Martin

and Sherwood and Leading Steward Slade went on an expedition to Morocco with a party of the resident Army battalion, the Royal Ulster Rifles, living off the land. They returned unburned and much travelled, having been down to the Atlas Mountains as well as Casablanca.

While at Simonstown, a party of 60 were lucky enough to get tickets for the British Lions match against Western Province, and the Diana's and Grenville's made a colourful splash of blue in the grandstand.

THE POSTMAN.—During both Beira patrols, H.M.S. Diana was well served with mail dropped by Shackleton aircraft



LEM (Air) David George Coffey talking with a German sailor on the flight deck of H.M.S. Galatea, with the ship's battle honours in the background

GALATEA AND DAINTY AT KIEL

H.M. ships Galatea and Dainty represented the Royal Navy at the annual international week, the "Kieler Woche," held at Kiel in June.

Ships also attended from Germany, United States, Belgium, Netherlands, Norway, Sweden, Denmark and Mexico.

Competitions resulted as follows: sailing, Galatea second overall out of 14 crews; soccer, Galatea/Dainty combined fourth out of 29; rifle shooting, fifth and sixth out of 12 teams; table tennis, first in an international knock-out (PO Jackson of Galatea); ten-pin bowling, fourth out of 12.

Tirpitz—the ship that had to go

"Sink the Tirpitz!" That was the order for, as Winston Churchill put it, "the whole strategy of the war turns at this point on this ship."

While the powerful ship was afloat—just by being afloat she tied up large naval forces by the threat to convoys which were the life-lines of the allies.

Declared unsinkable, Tirpitz displaced 56,000 tons (full load), length was 828 feet (O.A.) and her complement was 2,340 officers and men.

Armament consisted of eight 15-in. guns, 12 5.9-in., 16 4.2-in., as well as 16 37-mm. and no fewer than 64 20-mm. guns.

The armour was considered to be able to defy all shells. It was 5 to 10 inches thick over the ship's vital organs and, at the water line, an armoured belt 6 feet wide ran from before the forward turret to abaft the after one. This belt was 15 inches thick.

Such was the ship which had to be sunk. Tirpitz became the target for a series of ingeniously devised and dramatic assaults. Mines, midget submarines, aerial torpedoes and bombs—all were tried, some achieving considerable success.

The Fleet Air Arm and the Royal Air Force made 15 attacks on the ship between the end of January, 1942, and the actual sinking on November 12.

In "Sink the Tirpitz," by Léonce Peillard (translated from the French by Oliver Coburn; Jonathan Cape, 35s.) the author, who has reconstructed the saga

from extensive research into wartime records and interviews with participants, gives a most graphic and gripping account of the efforts of all concerned.

Plastic modelling

It has been a stock joke for years that fathers buy model trains for their children and then monopolise the toys themselves.

Much in the same way children are given plastic construction kits, and then father becomes so interested that he, too, takes up this fascinating hobby.

In "How to go Plastic Modelling" (Patrick Stephens Ltd., London, E.C.4, 25s.) Chris Ellis has produced the first book devoted exclusively to plastic kit construction.

With numerous practical examples, including full details for 14 aircraft, tank and ship conversions from standard kits, the book—176 pages, 80,000 words, 79 half-tone illustrations, and seven pages of scale drawings—caters for all kit enthusiasts, be they beginners or experts.

Medal collecting

Those who collect medals find that apart from the intrinsic value of the objects, they be-

NEW ON THE BOOKSHELF

come involved, to a certain extent, with the personal side of the hobby.

As Alec A. Purves says in "Collecting Medals and Decorations" (B. A. Seaby Ltd., 59-65 Great Portland Street, London, W.1, 35s.), "There is something thrilling and satisfying to have in your collection, medals worn by men who stormed the fortress at Badajoz, who took part in the battles of Trafalgar or Waterloo..."

Based on 25 years' serious collecting, the author writes on naming—genuine and false, unofficial bars, copies, housing a collection, buying and selling, building a reference library, etc.

A first-class book for the serious collector.

H. R. B.

S.D. School to be St. George

The Special Duties Officers' School at Fraser Gunner School, Eastney, has been named H.M.S. St. George as from August 1.

The school inherits a name well known in the Royal Navy down the ages. Perhaps the best known in recent times would be the training establishment in the Isle of Man in 1939. It was transferred to Gosport in 1945 and paid off in 1948.

There have been eight other St. Georges, and battle honours include Copenhagen and Baltic.

PAPER DOLLS MISSED A DAY AT SEA

After a two-and-a-half-year commission in which 41 ports were visited in four continents, the frigate H.M.S. Falmouth is going into dockyard hands for two years for conversion which will enable her to carry a helicopter.

When the Falmouth arrived at Portsmouth on June 27 wearing a paying-off pennant, there was some disappointment among the crew. For the trip from Plymouth, the Paper Dolls pop trio had been invited to join the ship. They were supposed to arrive by 7.30 a.m. but did not make it until 8.40, by which time it was too late to get them aboard.

The programme laid on had

included the girls issuing rum tots, a tour of the ship, and a demonstration of hammock slinging.

During her commission H.M.S. Falmouth steamed 107,000 miles in 362 days at sea. The ship's company stood by during riots in Hong Kong and Aden, went on safari in Kenya's game parks, and penetrated Caribbean jungles.

The commanding officer, Cdr. D. W. Brown, is taking up a new appointment as Fleet Operations Officer on the staff of the Commander-in-Chief, Western Fleet.

ORPHAN FUND

The amount subscribed to the Trafalgar Day Orphan Fund during 1967 was £4,959 19s., and this has been allocated on a basis of £33 1s. 4d. for every Royal Navy and Royal Marine child maintained in the various homes.

Ten homes have the care of 150 children.

The amounts distributed in the previous four years have been: 1963, £5,734 16s.; 1964, £5,518 8s. 3d.; 1965, £4,653 19s. 8d.; 1966, £5,555 9s. 3d.

In Memoriam

Royston W. Giner, LOEM P/O 57843, H.M.S. Verulam, March 21/22.
Anthony P. Russell, Art. App. 092229, H.M.S. Caledonia, April 13.
Ronald Parkinson, AB P/O 57726, H.M.S. Renown, June 2.
Anthony Brown, (M.E.) 1, D/O 90385, H.M.S. Oracle, June 19.
David R. Macintosh, AB P/O 74775, H.M.S. Reclaim, June 22.
Rev. R. A. J. Wood, Chaplain, R.N. H.M.S. Victory, June 26.
Anthony Patton, NAM 1, L/O 85554, H.M.S. Heron, June 27.
Vivian C. Collier, Cpl R.M. 22189, 3rd Cdo Bde R.M. June 29.
Nigel H. G. Barnes, LMA, P/O 74418, R.N. Hospital, Haslar, July 4.
Sushilla T. Heeralal, Snt Naval Nurse, QARNNS 0311, R.N. Hospital, Haslar, July 7.

APPOINTMENTS

Rear-Admiral E. B. Ashmore, Flag Officer Second-in-Command of the Far East Fleet, was promoted vice-admiral from July 24. His appointment as Vice Chief of the Naval Staff in December, 1968, was announced last month.

Rear-Admiral G. A. Henderson, a former Commodore of the Royal Naval Barracks, Portsmouth, and at present the Senior Naval Member of the Directing Staff of the Imperial Defence College, was appointed to be the Chief Naval Supply and Secretariat Officer upon the death of Vice-Admiral Sir Horace Lyddon.

Admiral Henderson continues in his Imperial Defence College appointment.

Other appointments recently announced include the following:

Commodore E. P. Gueritz to be Admiral President, Royal Naval College, Greenwich, with effect from September, 1968, in the acting rank of rear-admiral. He will be confirmed in the rank of rear-admiral on January 7, 1969.

Capt. M. A. J. Hennell, President, R.N. College, Greenwich, to date June 10—to serve in rank of commodore while holding the appointment. Continues as Captain of the College.

Capt. P. J. Bayne, Secretary, Chief of Staffs Committee, November 29. To serve in rank of commodore as from September 16.

Capt. T. W. Stocker, Terror as Commodore Amphibious Forces. To serve in the rank of commodore, November 13.

Capt. F. G. Thatcher, Sultan as Commodore, Admiralty Interview Board, July 1.

Capt. R. M. Young, Dolphin as Chief Staff Officer (Admin) to F.O.S.M. September 30.

Capt. J. S. Launders, Forth in command, November 18.

Capt. R. F. Plugge, Victory for Blake October 21 and in command on commissioning, d.t.b.r.

Capt. J. M. Henry, Drake in com-

mand to date November 15, and to hold the rank of commodore.

Capt. A. S. Morton, Sea Eagle in command and as Senior Naval Officer, Northern Ireland, November 29.

Capt. T. K. Edge-Partington, St. Vincent in command, November 6.

Lieut.-Cdr. J. Gratian, Reclaim in command, August 7.

Lieut.-Cdr. D. P. Mears, Fulmar for 736 Squadron in command, October 23.

Lieut.-Cdr. A. S. Jones, Bossington July 29 and in command d.t.b.r.

Lieut.-Cdr. T. P. Havers, Zest in command, July 12.

Lieut.-Cdr. W. F. Chatterton-Dickson, Caprice July 9 and in command d.t.b.r.

Lieut.-Cdr. D. J. Lickford, Seahawk for 846 Squadron in command on formation, July 29.

Lieut. M. A. C. Moore, Beachampton in command, October 21.

Lieut. C. E. G. Bonner, Puncheston in command, October 25.



Commodore Gueritz

World War I Wrens

Eighteen First World War members of the Women's Royal Naval Service were entertained to lunch at the Nuffield Club, Portsmouth, on July 5, by Mrs. Freda Corbyn.

Most of them had not met for over 50 years, but Mrs. Corbyn had somehow managed to keep in touch by letter over that period.

Those who attended (maiden names in brackets) were: Mrs. Surridge (Maggie Austen), Miss Lilian Harris, Mrs. Hawkins (Janice Pearcey), Miss Bray, Mrs. Simpson, Mrs. Dyer, Miss Butcher, Mrs. Trout (Ella Caulfield), Mrs. Brooke (Madge McArthur), Mrs. Sperring (Elsie Galpin), Mrs. Corbyn (Freda Crawley), Mrs. Lake (Dorothy Smith), Mrs. Sergeant (Lilian Divine), Mrs. Spencer (Marge Emsley), Mrs. Dodds (Ivy Drake), Mrs. Jeffries (Alice Bucknall), Mrs. Rice and Mrs. Cooper.



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CUP FOR THE NATO FORCE

The NATO Standing Naval Force Atlantic—the first “international” navy to be permanently formed in peacetime—now has an International Sailing Trophy which will be held in the flagship of the force, and raced for as opportunity occurs.

Known as the Foresheetman's Cup, the trophy was originally established at Kiel in 1929 by the then Captain of the Base.

The idea was that it should be competed for by navies of different countries, and at every Kiel regatta until 1939 the trophy was raced for by visiting navies.

After the war the cup was handed over to the Royal Naval Sailing Association,



Left to right: Cdr. J. P. M. Godber (Secretary of the Royal Naval Sailing Association), Capt. G. C. Mitchell (Commander, Standing Naval Force Atlantic), Cdr. S. G. Harre (Commanding Officer, Federal German Ship Bayern), Cdr. B. Spark (Commanding Officer, H.M.S. Argonaut) and Cdr. G. Johnson (Commanding Officer, U.S.S. Glennon)

but has not yet been competed for.

On July 12, at Portsmouth,

Cdr. J. P. M. Godber (Secretary of the R.N. Sailing Association) presented Capt.

G. C. Mitchell (Commander of the Standing Naval Force Atlantic) with the trophy.

OCEAN RACER WILL HAVE ANOTHER GO

Sailing through the eye of a great storm was probably the deciding factor which cost Lieut. Leslie Williams the chance of winning the single-handed trans-Atlantic race.

Rigging up makeshift gear with bolts from the engine when the self-steering device was damaged, he eventually pressed on despite the further handicap of a dislocated right elbow, injured during the 500-mile solo qualifying voyage.

“Truly I was single-handed,” he joked on arrival at the finishing line.

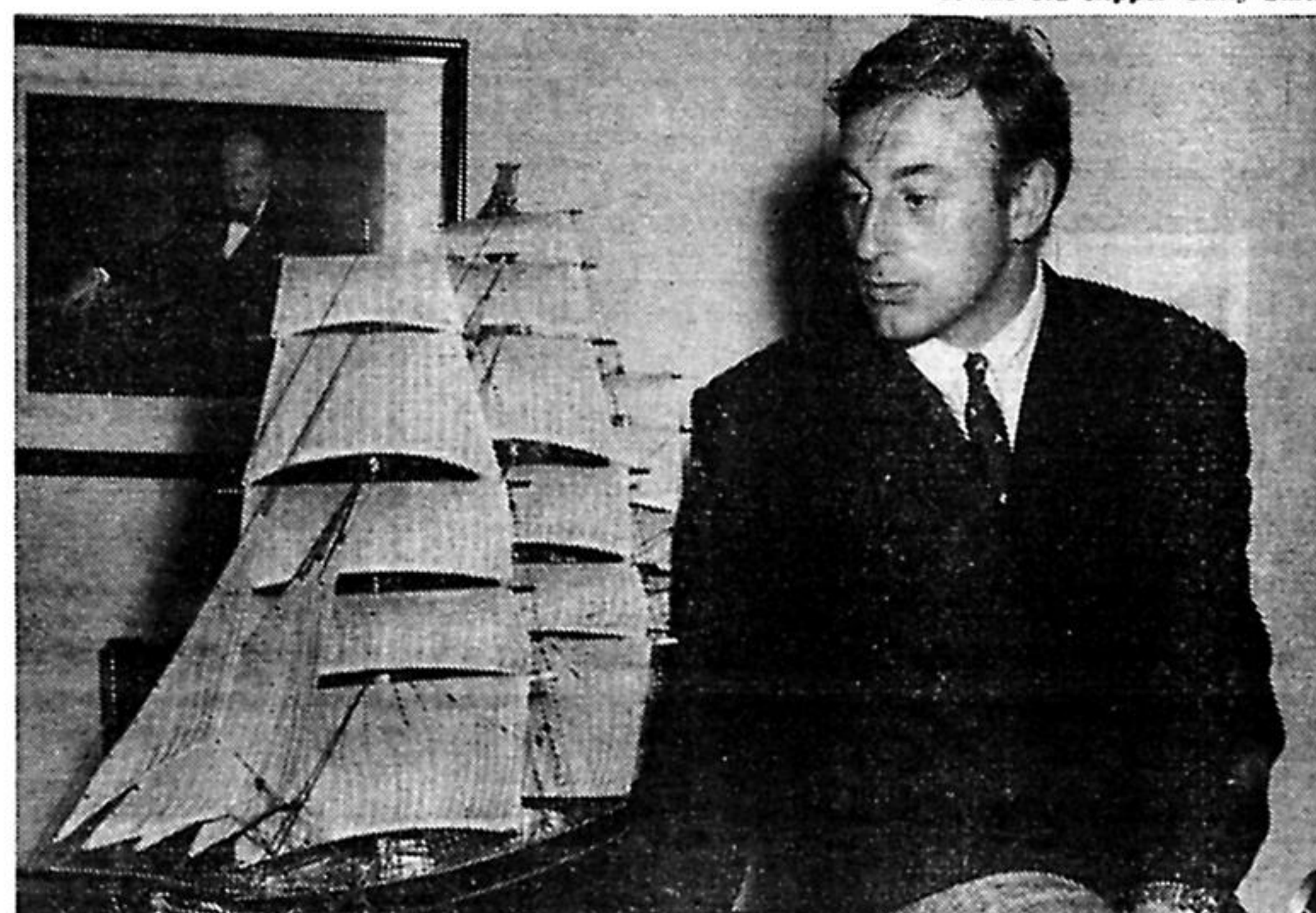
The first thing he said when met at sea off Newport was: “Sorry about that” to representatives of Cutty Sark Scotch Whisky, his sponsors. However, when told he was fourth home, said: “Well, that's not so bad after all.”

BIGGER BOAT?

The sponsors are pleased with the performance, especially remembering that the first three boats home were specially built for the race, and that “Spirit of Cutty Sark” was a standard entry.

Lieut. Williams would like to take part in the next race in four years time—with a bigger boat.

There is talk of a Navy v. Army race back across the Atlantic, a crew from Sandhurst having been chosen for the winning boat, “Sir Thomas Lip-



After flying back to England—Lieut. Leslie Williams, photographed beside a model of the old clipper Cutty Sark

ton,” with a naval crew for the “Spirit of Cutty Sark.”

There is likely to be a strong Royal Naval Sailing Association flavour about this year's Navy Days at Portsmouth.

R.N.S.A. “star” Sir Alec Rose will probably have his famous yacht “Lively Lady” on display, and Lieut. Williams's “Spirit of Cutty Sark”—also R.N.S.A.—is likely to be on show.

NAVY GOLFERS' BEST SINCE THE WAR

The Royal Navy team put up its best performance since the war in this year's Inter-Service Golf Tournament, beating the Royal Air Force for the first time since 1938, but losing to the Army.

The win over the R.A.F. was only the second game the Navy has won since the war, the last being against the Army in 1956.

This year the Navy team assembled at Sandwich during the week previous to the tournament, for a training course conducted by the Navy coach—John Stirling.

Although losing by eight matches to four, it was evident that there had been a considerable improvement in the standard of play in the Navy team during the season.

In addition, a trial match was played against a strong side from the Oxford and Cambridge Golfing Society.

Against the R.A.F.—won by 6½ to 5½—the morning foursomes were shared at two matches each. The singles were won by 4½ to 3½, Holmes winning a desperate encounter against Beamish, former Irish international and R.A.F. champion for the eighth time, on the last green.

When it came to the Army game, the Navy seemed to suffer an element of reaction after their success against the R.A.F., although the matches were closer than the scores might suggest.

STRONG NUCLEUS

The Army won the foursomes 3½ to 1½ and the singles 6½ to 1½.

It is evident that the new ideas introduced at the beginning of the year are beginning to produce a resurgence of Navy golf.

The team is young and enthusiastic, though with the exception of Holmes and Morrison, comparatively inexperienced in major competitive golf.

Nixon, Swann, Martin and Greenwood all show considerable promise, and with more match practice against county sides should form a strong nucleus for the team for some years to come.

The results must give great encouragement not only to the selectors—Capt. W. I. Campbell and Surg. Lieut.-Cdr. D. Holmes—in vindication of their ideas, but to all golfers throughout the Navy.



Left to right—standing: CPO D. Hill (H.M.S. Bellerophon), Lieut.-Cdr. R. Maclean (R.N.A.S. Culdrose), Surg. Lieut.-Cdr. D. Holmes (H.M.S. Fisgard), Lieut. W. G. Morrison (R.N.C. Greenwich), Surg. Lieut.-Cdr. (D) M. Swann (H.M.S. Sea Eagle), QMS K. Taylor (R.M. Eastney). Sitting: CPO J. C. Lawrence (R.N.A.S. Brandy), NA G. Nixon (H.M.S. Osprey), Lieut.-Cdr. B. Gallagher (F.G.S.T.), and Inst. Lieut. R. Greenwood (H.M.S. Collingwood)

Royal Tournament fencing

In the fencing championships held during the Royal Tournament at Earls Court the Dis-mounted Champion—at Arms was Lieut. L. C. Llewellyn, who was also second in the Individual Foil event and fourth in the Individual Epee.

Lieut. C. C. Walker was first in the Individual Foil and fifth in the Epee.

3/O F. J. Heal was fifth and Wren W. M. Palmer sixth in the Women's Services Foil.

The R.N. Engineering College, Manadon, won the Inter-Unit Team Fencing Competition.

ATHLETIC RECORDS Three new times for the discus

Two records were broken and two equalled at the Royal Navy Athletics Championships at the Victory Stadium, Portsmouth, on July 2 and 3.

The first record to go was the six miles. L. Std Bob Meadows returned a time of 30 min. 5.05 sec.—22.4 seconds better than the old record. PO Danny McFadzean was second.

The other record to go was that of the discus. Sgt. Watts, who, in June at Crystal Palace, had lifted his own record from 168 ft. to 170 ft., added another 8 inches to create a new Navy record.

(Note.—Sgt. Watts subsequently broke the discus record twice. In the Ryder Trophy meeting at Southampton on July 6 he set a new record of 172 ft. 2 in., and in the Inter-Services championships at Uxbridge on July 17 he again set up a new record—this time of 175 ft.)

GABBETT'S SUCCESS

The two records which were equalled were the 100 yards and the 4 by 110 yards relay, and in both of these LAM Peter Gabbett was concerned.

At 10 sec. he equalled the record for the 100 yards, and he was anchor-man for the Air Command relay team which returned a time of 44.15 sec.

The men's trophy was won by Air Command with 150 points. Portsmouth obtained 116 points, the Royal Marines 96½, and Plymouth Command 35½.

WREN EVENTS

Air Command Wrens won the women's championships. Air had 77 points, Portsmouth 75, and Plymouth Royal Marines 27.

PO Wren Deirdre Watkinson did her stuff as usual for Portsmouth. She won the 100 yards, 220 yards, 440 yards, 80-metre hurdles and took part in the winning of 4 by 110 yards relay.

Air Command was first in the high jump (Wren Cramphorne), first in the long jump (Wren Bennett), first in the discus (Wren Donaldson) and the javelin (L. Wren Rhodes).

Inter-Services

Despite two new records by Sgt. John Watts, of the Royal Marines, the Royal Navy had to be content with third place

in the Inter-Services Athletic Championships at Uxbridge.

Team placings were: R.A.F. 142 points, Army 136, and Navy 94.

Watts broke the discus record with a throw of 175 ft. and smashed the inter-services' shot record with a distance of 53 ft. 11½ in.

The Navy's only other win was by LAM M. Killeen, who won the long jump.

The Wrens, however, took the Inter-Services Women's title by 76 points to the W.R.A.F.'s 55 and the W.R.A.C.'s 53.

PO Wren Deirdre Watkinson was, as usual, the mainstay of the Wren's team. Equalling the existing record of 11.4 sec. she won the 100 yards, and went on to take the 220 and 440 yards and the 80 metre hurdles' title.

Wren H. Crampton won the high jump, Wren A. S. Bennett the long jump, and the Wrens also won the four by 110 yards relay.

Mile record

In their last fixture of the track season, P. R. Horwood, of the Royal Naval Athletic Club (South), broke the R.N. record for the mile.

His time of 4 min. 13.8 sec. was one second better than the previous record set up in 1959.

Although LAM Peter Gabbett failed in his attempt to achieve the Olympic qualifying mark of 7,200 points, his total of 7,082 points set an Amateur Athletic Association record for the decathlon.

NAVY TRIUMPH

The Inter-Service Track Cycling Championships were held at Nottingham, and, for only the third time this century, the Royal Navy won. The R.A.F. was second and the Army third.

Outstanding performer was LME Dingledein, who was first in the 1,000 metre sprint, was in the team which won the 8-lap team pursuit, and was in the team which came second in the 5-mile point-to-point.

“It is good to see team spirits rise,” says our correspondent, “and to see Mech. App. Roberts (H.M.S. Lynx) and L/Cpl. Parker (45 Cdo) gain confidence enough to take a very active part in the five miles.”

“The courage of ME Bietby (H.M.S. Centaur) was admirable, as he was just recovering from a steam burn.”

“The most heartening performance came from 18-year-old Art. App. Jeffcoat (H.M.S. Caledonia), who showed track ability, courage and determination which augurs well for Navy cycling.”

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Victory over the Russians FOOTBALL AT GIB.

When the Russian research ship Kosmonaut Vladimir Komarov visited Gibraltar in June, the ship's football team took on H.M.S. Rooke, the Royal Navy side winning by the odd goal in three.

The first half brought no goals, but the Russians hit the woodwork twice and their bad luck continued into the second half when two more shots rattled off the upright.

Gradually Rooke's ability to control the ball, which bounced awkwardly on the hard surface, paid off, and they took the lead after 54 minutes.

The large Russian element in the spectators' stand had some reward for the constant and loud support of the "comrades" when their right winger found himself with only the Rooke 'keeper to beat. He made no mistake as he side-stepped the 'keeper and slid the ball home.

In the latter stages of the game Rooke were looking the better team, and with only a few minutes left on the clock, their constant attacks finally brought the winning goal.

It was a fine game, played with great enthusiasm by both sides. Only two free kicks were awarded during the whole match.

The referee was CPO Jones, the PTI of H.M.S. Rooke.

Ben Nevis Race

A new trophy called the Lochiel Cup, presented by Colonel D. H. Cameron of Lochiel, is available this year for the Ben Nevis race.

This year's race is from King George V Park, Fort William, on Saturday, September 7, starting at 2.30 p.m.

In the past there has been a prize for the best all-round team, and also a prize for the best performance by a member of H.M. Forces.

The new Lochiel Cup is a special trophy for inter-Service teams.

Teams are to consist of four members (the first three home counting) and are entered free,

SPORTING ROUND-UP

but it is necessary that each individual in the team submit a personal entry form costing 5s.

Team and individual entry forms may be obtained from the Secretary, Ben Nevis Race Association, Mr. M. M. Macmillan, Cameron Square, Fort William. Entry forms should be returned by August 23.

Rifle shooting

The annual triangular rifle shooting match between the R.N. Rifle Association, the Army S.R.(b) Club, and the Civil Service R.A. was shot at Bisley on June 29, and was won for the second year by the C.S.R.A.

Highest possible was 1,000. The Civil Service team scored 919, the R.N.R.A. 909, and Army club 900.

Naval competitors were: AA Paterson (95), AM 1 Cullum (93), COEA Baguley (92), Inst. Lieut.-Cdr. Branwood (91), CEA(O) Leadbeater (91), AA Downe (91), REA Shaw (90), Capt. Looker (89), POSA Kendall (89), EA Crossley (88). Counted out: Sub-Lieut. Daly (87), and POMA Mead (87).

In rowing final

The Portsmouth Command entered two crews in the first Inter-Services Rowing Regatta at Wallingford at the end of May.

The novice four was knocked out, but the junior four rowed through to the final of the Kempenfelt Trophy.

The winning crew was formed by LS P. Hedge-Holmes (Vernon) bow, LM(E) G. Jenkins (Collingwood) No. 2, Surg. Lieut. (D) J. Hartley (St. Vincent) No. 3, M(E) J. Barrett (Vernon) stroke, and Lieut. D. Bell (Collingwood) cox.

The Navy, with two wins to



the R.A.F.'s and Army's three, was represented by crews from Portsmouth Command, the R.N. College, Dartmouth, and the R.N. Engineering College, Manadon.

Keel boat win

The Royal Navy retained the Coningham Cup in the Inter-Service Keel Boat team races at Seaview on July 14, gaining two wins to one for the R.A.F. and none for the Army.

The R.A.F. started strong favourites, having got four of the first six places in the individual races the day before, but had the misfortune to lose McWilliam (the new inter-service individual keel boat champion) right at the start, a rule infringement leading to retirement.

The Navy were able to beat the R.A.F. by three-quarters of a point. Both R.A.F. and Navy then went on to give the Army a sound beating.

The Navy team were: Capt. Johnson, C.S.O. to F.O.S.M. (captain), Surg-Capt. Mooney (St. Vincent), Lieut.-Cdr. Carr (R.N.A.S. Yeovilton), and Lieut. Bruce (H.M.S. Caldonia).

Bisley winners

C/Sgt. Peter Mercier, the Royal Marine champion, won the gold medal for the best aggregate in the Queen Mary premier rifle service match at

CREA James Wilcock of Darwin (Lancs), the Rooke captain, hands a ship's crest to the Russian team captain, receiving a pennant in return

Honours in fencing since his 'teens

SPORTSMAN OF THE MONTH

Lieut. Charles Llewellyn, now serving in the Leander class frigate H.M.S. Naiad as a weapons engineer officer, is interested in various sports, but his greatest love is fencing.

Born in 1943 and brought up in South Devon, Charles Llewellyn started fencing at the Nautical College, Pangbourne, when he was about 15.

Before joining Britannia Royal Naval College, Dartmouth, in September, 1961, he had fenced for Berks, Bucks, and Oxfordshire.

During his year at Dartmouth, which included a cruise to Scandinavia with the Dartmouth Training Squadron, he fenced for Devon, won the Devon epee championship, the South-West epee championship, and started Navy fencing.

AT TOURNAMENT

In July, 1962, he won the Young Officers' Inter-Service epee championship at the Royal Tournament.

His year's training as a midshipman was spent entirely in the Far East.

Joining R.N. Engineering College, Manadon, in September, 1963, the next three years were spent taking an engineering degree, but he fenced regularly for Devon, South-West, Navy, and the Combined Services.

In 1965 he was picked for the "Rest of Britain" team to fence against London—an honour which occurred again this year.

Lieut. Llewellyn won the Navy epee championship in



Lieut. C. Llewellyn

1964, and was the Royal Tournament Inter-Service champion in 1965.

Coming to this year, Lieut. Llewellyn took part in the Navy championships, coming first in the epee, fourth in the foil, and fifth in the sabre events, and being second in the "Champion at Arms" title.

At the Royal Tournament Inter-Services championships he won the "Dismounted Champion at Arms" title, was fourth in the epee, second in the foil, and tenth in the sabre.

Married in 1966 and now living at Alverstoke, Lieut. Llewellyn has raced for the Plymouth Command at skiing, and has taken part in sailing, rugby, and basketball at establishment level.

the National Rifle Association meeting at Bisley on July 17.

He scored 348 out of a possible 400. C/Sgt. Mercier also won the Queen's Medal for champion shot of the Royal Navy and Royal Marines on July 13 with a score of 777 out of a possible 901.

Championship of the Royal Navy was won by CPO George Leadbeater, who scored 763. He also won the Service Rifle championship.

The Portsmouth Naval Gliding Club, operating from H.M.S. Daedalus at week-ends, would welcome new members. Service and dockyard personnel are eligible for membership, which costs £3 per annum. Launches cost 4s. 6d., and this includes the cost of flying tuition. Lieut.-Cdr. L. D. Vine, of H.M.S. Collingwood, is the club secretary.

SHOW-JUMPING TEAM SUCCESS

For the third year running the Royal Navy show-jumping team won the Queen's Plate for the best non-horsed unit in the annual Services' Jumping Competition.

It was also the second year that the team had been second in the overall competition—The

Queen's Cup, won this year by The King's Troop, R.H.A.

The high standard of the naval team is reflected by the fact that each year it has beaten the Household Cavalry, King's Troop's other teams, the Army Equestrian Centre team, and numerous other units.

The R.N. "A" team consisted

of Lieut. E. C. Atkinson (H.M.S. M. Aeneas), Sub-Lieut. R. Harden (R.N.E.C. Manadon), and Sub-Lieut. T. M. Masterman (H.M.S. Dryad).

The "B" team consisted of Lieut. C. W. Dallmeyer (H.M.S. Dolphin), Wren S. Maher (R.N.A.S. Culdrose), and 3/O P. Wilson (H.M.S. Dryad).

Call to chess players

A Chess Championship (3rd Combined Services—5th R.A.F. Championship) is to be held at R.A.F. Scampton from September 15 to 20.

Naval chess organisations or naval personnel interested in chess are invited to take part.

For the past two years a Combined Services congress has been held, and Army and R.A.F. players met in a 10-round Swiss Tournament, but no Navy players participated.

The R.A.F. and Army Chess Association have played annual matches since 1958, and have also played against the Civil Service and London University as well as strong county teams.

Naval participation would make the association and events truly Combined Services.

Any naval player interested, not only in the championships, but also in games over the board or by correspondence, should contact Chief Technician W. M. Adam, Royal Air Force Chess, Scampton (Lines).

He finished still paddling strongly, although his hands were badly blistered by the salt water. The overcast and cool weather he encountered was ideal, and he admitted conditions could not have been better.

Sgt. Shenton joined the Royal Marines in 1952. He is making his third visit to the Far East, having previously been to Singapore in the cruiser Birmingham and with 40 Commando.



Sgt. Tom Shenton at the end of his record-making trip

Canoeist sets up third record

By circling Singapore, a distance of 65 miles, in 12 hrs. 19 min. Sgt. Tom Shenton, aged 33, of the Royal Marines, has set up his third canoeing record.

Paddling anti-clockwise around the island from one side of the narrow causeway linking it to the mainland of Malaya to the other, he cut more than seven hours from the 19½ hours

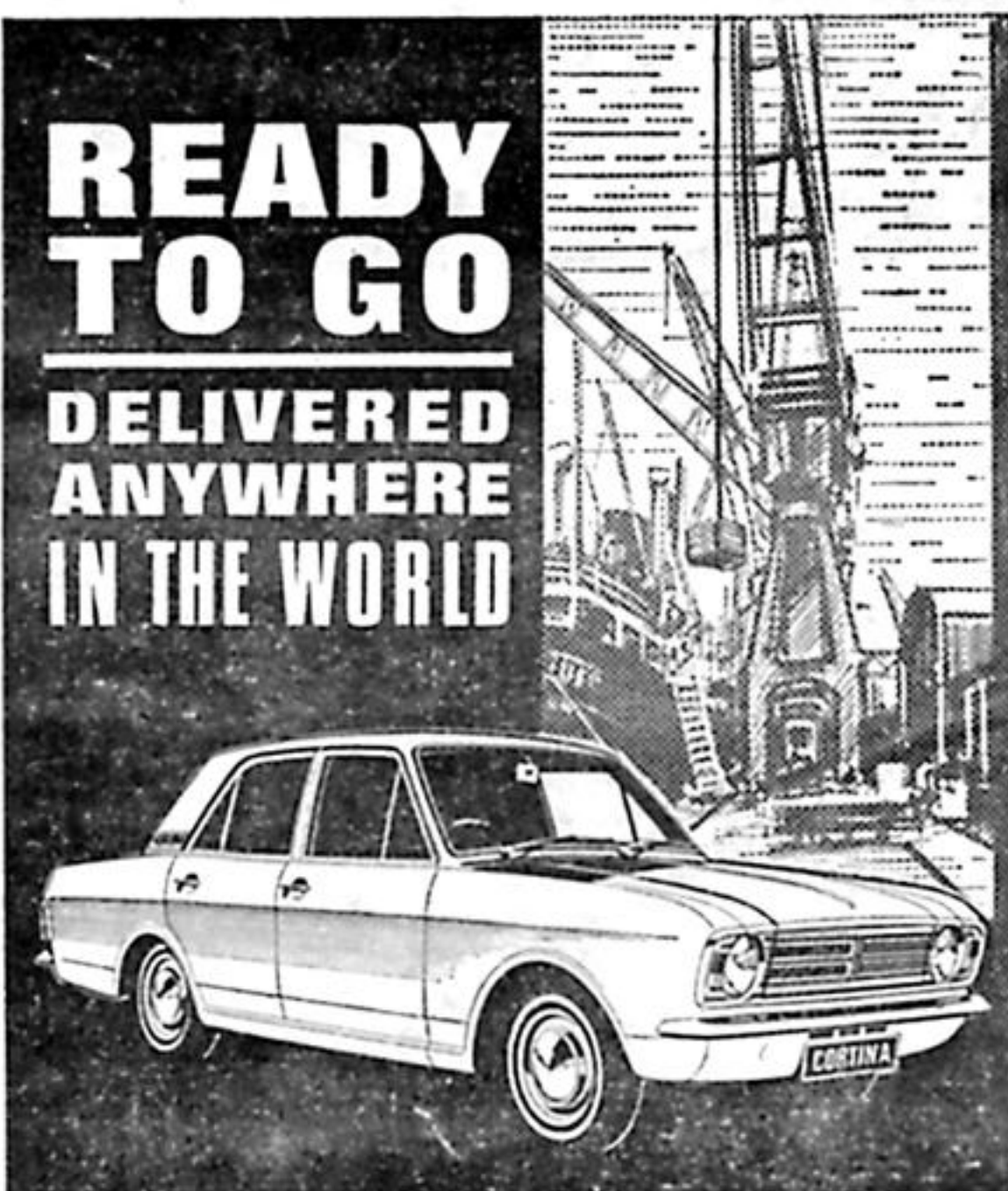
taken by a Royal Marine two-man canoe some years ago.

In 1961 Sgt. Shenton, now serving in Singapore with No. 2 Special Boat Section of the Royal Marine's 3rd Commando Brigade, circumnavigated Malta, which has a 45-mile long coastline, in a two-man canoe in 8 hr. 55 min., a time that has still to be bettered.

In the Devizes-to-Westminster race, he and a Royal Marine

lieutenant were the first competitors to complete the course in less than 24 hours.

To escape the worst of the tropical heat in his around-Singapore bid, Sgt. Shenton started down the Johore Straits at 2 a.m. Earlier he had set himself a target of 14 hours. In fact his time would probably have been less than 12 hours but for being delayed by the low visibility of a monsoon downpour.



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